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The Hongkong Telegraph.

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SATURDAY, SEPTEMBER 11, 1926.

日五初月八

THE HONGKONG TELEGRAPH
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HAPPY VALLEY

POWERS & CHINA.

JOINT ACTION HARD TO ATTAIN.

P. & O. BOAT'S THRILLING EXPERIENCE.

SUN SNUBS CANTON.

Rugby, Sept. 10.

Further telegrams received today from Central China report several more cases where foreign ships of different nationality on the Yangtze have been fired at indiscriminately by bands of Chinese soldiery on the river banks.

Two American sailors are reported wounded and two Chinese passengers killed, as a result.

The British gunboat Bee, when returning from the oil installation near Hankow yesterday, was hit by a field-gun shell, but no damage was done beyond a dented rail. The fire was not returned.—British Wireless.

DIFFICULTIES OF JOINT ACTION.

The Temps, in an editorial, dwells on the difficulties of concerted action in China. It says:—"Firstly, within China itself there exists a sentiment of political independence; and secondly, apart from the internal resistance which such a policy might provoke in a country where the Government is without authority, it may be asked whether agreement could easily be realised between the Powers directly interested in the Far East. Voices have already been raised in the United States protesting against a joint policy, the effect of which might be to throw China into the arms of Soviet Russia."

The Temps urges that no hasty decision be reached, lest a conflict might be let loose which would be graver than the present situation.—Reuter.

P. & O. BOAT'S EXPERIENCE.

As briefly reported at the time, the P. and O. S. Nagpore, which had been loading cargo at Hankow, had an exciting experience shortly after leaving there on the 2nd instant. As she was steaming down river the Cantonese troops for some quite unexplained reason opened fire upon her, and for a short time those on board were in a position of the utmost danger. Fortunately nobody was hit, but as will be seen from the following account by an officer, received on the steamer's arrival at Shanghai, the position was very serious:

September 2, 1 p.m.—Left Hankow with the news that the occupation of Wuchang by the Kuomintang was imminent, despite the fact that the Tapan had informed the garrison commander of Hankow that he was quite capable of defending Wuchang from invasion. Is Sun Chuan-fang going to aid the Allies? Or are his intentions purely mercenary. Panic reigned in the native city of Wuchang on hearing the first gun-fire. The south side of the river was almost in total darkness last night. Retreating allied soldiery continued up to yesterday coming across the river in hundreds, were mostly devoid of any equipment and presented a sorry spectacle.

Wuchang fallen. 5 p.m.—Doing 15 to 16 knots with the tide. A beautiful summer's evening, a peaceful calm resting over the country. Suddenly a body of soldiers came into view on the hillside (on the south side) about 500 yards distant and were forming into line. An instant later we were greeted with a concentrated rifle fire from perhaps 100 rifles. The first volley fell short of the ship by 100 yards, but quickly elevating they more or less got our range, then peppered us with volleys after volleys followed in quick succession, and bullets whizzed all round us, several being picked up the following morning on various parts of the deck.

(Continued on Page 10.)

ACQUIRING STRAITS COAST.

MAY BE NEEDED FOR DEFENCE.

PREMATURE ALARMS.

Some weeks ago a notification was published in the Singapore Government Gazette intimating the possibility of acquisition for public purposes of the whole of the coast-line of Singapore Island from Tampenis to Bedoh, and all the land on the east corner of the island beyond a line drawn between these two points.

"Some alarm has been caused by this notice, as the coast-line from Bedoh onwards offers practically the only opportunities now left on the island for building sites with a sea frontage, and it has always been hoped that the East Coast road would eventually be extended along the shore from Bedoh, and thus add greatly to the beauty of this motor drive.

Between Changi Point and Bedoh there are occasional groups of bungalows, but there are still large stretches of coast-line awaiting the builder, and it would be a matter of very great regret if wholesale acquisitions were made by the Government in this district.

GROUNDLESS FEARS.

Fortunately these fears are largely groundless.

The official notice was published with a view to giving the military authorities the right to survey the area, and it is not expected that any further developments will ensue for several years.

It is not known what the plans are in regard to the defences of the Naval Base, but the cost of acquiring the whole of this valuable corner of the island, or even the coast-line alone, would be immense at current prices, let alone prices five or ten years hence.

The notices that have appeared in the Gazette relate to the east and west approaches of the Johore Straits, comprising the Changi district, parts of Pulau Ubin, Pulau Tekong, Pulau Tekong Kecil, and also the south-west corner of the island.

The notices are merely preliminary ones, giving the right to survey.

While they mean that Government reserve the right to acquire any land in these areas, no definite acquisitions are in the air, and if any are made several years hence it is not expected that they will be of an extensive character.

THE TYPHOON.

PASSES NEAR AMOY.

To-day's Observatory report states:—

Pressure has decreased very considerably at Amoy, moderately at Shanghai and slightly over N.E. China, and South Japan. It has increased slightly from Luzon to Formosa and from the Pratas to Hongkong.

The typhoon, which was of small area, but very severe, passed near Amoy early this morning on a N.N.W. track.

The weather forecast is as follows:—S. W. winds, fresh, moderating; fair at first, rain later.

CHANNEL SWIMMER OVATED.

MRS. CORSON RETURNS HOME.

New York, Sept. 10.

The Channel swimmer, Mrs. Corson, has arrived aboard the S.S. Aquitania. She was popularly ovated en route to the City Hall, where she was received by the Mayor.

It is reported that a \$250,000 cinema contract is in prospect for Mrs. Corson.—Reuter's American Service.

DRUG TRICKS.

LEAGUE OF NATIONS REPORT.

HONGKONG CONCOCTION.

Some ingenious devices for smuggling cocaine and other drugs are revealed in the list of seizures just reported to the League of Nations. For instance, there is recorded the discovery of a mysterious concoction which the League's Advisory Committee says would appear to be a new kind of opium. This seizure was made in Hongkong, and was in the form of cakes enclosed in a sealed tin, carefully wrapped in paper to which labels were attached.

TRADE DESCRIPTION.

Each cake bore the following wily and unconsciously amusing notice (as translated from the original Chinese):—

"Our company has existed for many years. We have had long experience in drugs. We make selection personally of the best kind of white flower, and manufacture Opium Substitution Drug Cakes with it.

"These cakes can keep away malaria and 'fool' air, stimulate the spirit, and moisten the throat and tongue.

"They are as efficacious as drugs in curing all kinds of extraordinary and difficult diseases. They are better than those imported from abroad.

"For fear of imitation, we have specially added the trade mark of double dragons, so that you, gentlemen, will be saved from being cheated."

A NEW KIND.

Here is the official, as distinct from the above strictly commercial, description of one of the wonder-working cakes:—

"It was brittle, hard and jet black, and heat had obviously been applied to drive out moisture.

"It still retained the smell of raw opium, of high quality, and smelt like Indian opium. Smokers tried it without any further preparation and pronounced it exactly like Indian opium. The colour was, however, different.

"It is apparently meant for taking internally rather than smoking. It would appear to be a new kind of opium."

IN CYCLE TYRES.

One particularly smart capture reported to the League was made by Chinese Customs officers at a frontier post. They noticed a Korean propelling a bicycle with one hand whilst crossing the frontier. Why wasn't he riding? The bicycle was examined, and it was found that one of the tyres was filled, not with air, but with raw opium.

Here are some of the places and ways in which drugs were hidden or discovered.

In iron barrels containing cement.

In a cask declared as carbolic acid.

In nine safes, hidden in the hollow sides of a steamer.

In glass-stoppered phials in the pilot cabin (cocaine).

In after wheel-house on poop (11 tins of cocaine).

In a bag in a furnace.

In six iron drums in six casks of cement (420 lb. of opium).

Various "disguises" which cocaine or other drugs assumed were soap, ochre, lobster paste, coca butter, size powder, carbolic acid, biscuits, and salted almonds. At Bombay the Customs authorities examining goods from Persia were intrigued by a small cross marked on each of two of 24 cases of rose-water. Both the cases were filled with opium.

BRITAIN'S ACTION AT CANTON.

PROTEST AGAINST NAVAL LANDING.

ANTI-BRITISH MOVES.

A conference of the joint Union of Peasants, Workers, Students and Merchants was held in Canton a few days ago, at which the landing of British marines on the Steamboat Company's wharf was discussed. Speeches were delivered by General Tan Yen-kai and Sun Fo, and five resolutions to the following effect were passed:

1. To issue a declaration in protest against the landing of the armed British marines and to despatch circular telegrams to the citizens of all classes throughout China.
2. To advise the public not to lease lands to Imperialists, especially the British, and not to become British subjects. To fix a limited time for those who had become British subjects to cut off connections with the British; failing which, they will not be regarded as Chinese.
3. To notify the merchants not to have any dealings with the British marines when they come ashore.

POWERS AND CHINA.

No Concerted Action Likely.

Paris, Sept. 10.

At the conclusion of the Ministerial Council it was announced that the situation in China was not discussed, but that concerted action by the Powers to protect their subjects and property is not contemplated at present.—Reuter.

4. To organize a Committee to extend the Canton-Hongkong Strike and to sever financial connections with the British.

5. To draft outlines of further anti-British propaganda.

"FOOSHING" ARRIVES.

It is interesting to note that the Indo-China Steam Navigation Company's s.s. Fooshing has arrived at Canton from Hongkong with general cargo, and that she has tied up at the Company's pier on the Honan side. She was escorted by H. M. S. Cyclops, and, after unloading, she expects to return with a full outward cargo.

This is the first trip made by a British coasting vessel to Canton for some considerable time past.

"DANGEROUS CRANK."

RUSSIAN ARRESTED AT GENEVA.

Geneva, Sept. 10.

The police have arrested a Russian named Leopold Grunberg, who arrived at Geneva from Zurich, on the ground of alleged threats against M. Motta and M. Aubert, who defended Conrad when he was tried for the murder of the Russian delegate Worowski two years ago.

Grunberg is alleged to have admitted that he wanted to avenge Worowski and intended to attempt the life of M. Aubert or, failing him, M. Motta. Grunberg was unarmed, but the authorities regarded him as a dangerous crank, and state that he is a native of Zurich, where he has been under restraint, but that he has escaped. He will be sent back to Zurich.—Reuter.

DUTCH RAILWAY MISHAP.

DEATH-ROLL NOW FOUR.

Amsterdam, Sept. 10.

The death roll in the Leyden Train derailment is now four as an injured youth has since died.—Reuter.

EUROPE'S PEACE.

FRANCE & GERMANY AT GENEVA.

SIGNIFICANT INCIDENT.

Geneva, Sept. 10.

The point made by Dr. Stresemann in his speech was that Germany was already disarmed and he hoped that disarmament would become general.

M. Briand vehemently declared that the war spirit must be discarded for ever from the activities of the League. To-day should be a red letter day in their annals. He assured the German delegation of the wholehearted support of the French delegation. "Let us finish with wars and the horrors of wars."

REMARKABLE GATHERING.

A luncheon given to the League Council by pressmen was a remarkable gathering. All the delegates drank each other's health. Dr. Stresemann who made a speech was ovated. He said he was deeply moved by M. Briand's remark that France and Germany had agreed to co-operate cordially and work for peace.

Dr. Stresemann, on the conclusion of his speech, walked up to M. Briand and touched glasses with him. Both then emptied their glasses amid the thunderous cheers of the 800 guests.

SIR AUSTEN'S HOPES.

Sir Austen Chamberlain received a party of German journalists and stated that he held the same views as expressed to-day by Dr. Stresemann and M. Briand. He could not forget the days of Locarno, and he asked his hearers to express his deep regrets at the absence of Dr. Luther. It was a long way from Locarno to Geneva but, happily there had never been any turning back. The spirit of Locarno had overcome all obstacles and to-day a new stage had been reached. The small body which had been co-operating was now absorbed in the League and they must not forget that the path ahead was long and they must ally the suspicious and heal the wounds of the past. He trusted there would be no revival of bitterness.—Reuter.

A MOMENTOUS SITTING.

The scene when the German delegates Dr. Stresemann and Herr Von Schubert took their seats today in the assembly of the League of Nations was of an impressive character.

M. Nintohitch the President, announced that the credentials of the Germans had been examined and found in order, and he called on the German delegates to take their seats.

Four seats were vacant at the right hand of the British Empire delegation and to these Dr. Stresemann and Herr Von Schubert advanced amid loud cheers. The President, in welcoming them, said it was a felicitous occasion, marking a new step in the League's history. It was in his view a step towards the stabilisation of peace.

Dr. Stresemann, mounting the tribune to further applause, delivered, in German, an oration in which he expressed heartfelt thanks for the reception accorded to the German delegates. He promised wholehearted co-operation with the League. "The surest foundation of peace," he said, "was a policy of mutual respect and understanding. These ideas were formerly bitterly fought in Germany, but they have now conquered German public opinion and the great majority of the German people support the Government's intention of wholeheartedly sharing in the work of the League. Germany is determined to adopt this ideal as the basis of her policy. We belong to peoples seeking to emerge to light from an outer darkness."

REIGN OF GUNS FINISHED.

M. Briand followed with an eloquent speech. He paid high tribute to the work both of German (Continued on Page 4.)

Bulls and Inners

From the Office Butts.

The average Hongkong resident seems to have a good sense of humour.

"Good for Evil." A good dollar for a couple of bad whiskies.

The coal strike seems to be one of those rare occasions when underground methods would be preferred.

"Britain needs a Lightweight Champion" states a Home sporting paper. What about sending one of our comrades along.

If it hadn't been for mosquitoes and cockroaches, some women wouldn't get any exercise.

Money talks. It usually says: "Let's buy a motor car."

In Canton, people are kicking at the seat of government.

A serious scarcity of abundance is being reported in Hongkong just now.

One thing about stockings, they run in most families.

A scientist says the sun is experiencing an eruptive fever. We knew it was running a temperature.

Women bob their hair, shorten their skirts and go on diet, but they hate to reduce expenses.

It used to be considered polite to allow the ladies to board the Peak tram first. Now the men insist upon it!

The Bolsheviks say they are aiming at "equity and justice." They are mighty poor marksmen!

"There is nothing worse than a water-soaked magneto" says a motor journal. What about an Austin "Seven" in the gasoline tank?

A man's idea of a good holiday is a place where he can wear his old clothes. A woman's is where she can don her new ones.

They're trying hard to make better motor-cars. What about a few experiments on drivers?

Dempsey says his nose is 25 per cent stronger than it was. But he doesn't live in Wanchai.

A London couple has a bouncing baby boy. It fell three storeys without being hurt.

Thirty years ago we ran to see one motor-car. Now we run to dodge 'em.

When they hear a pistol shot in Mexico they think it's an election, and start voting.

When some motor cars reach the foot of Stubbs Road they have already reached their Peak!

At last America has taken notice of cricket, a New York newspaper asserting that "The biggest oval in the world is in New York City." For the sake of laying off this claim, we assert that the smallest is laid by Hongkong bats.

Suzanne Lenglen is certainly getting "some screw" on the ball these days.

We understand that the gallant youth who went swimming with a red costume the other afternoon, has been appropriately repulsed.

"Suit for Rent" says a newspaper heading. What are Hongkongites coming to?

A group of brokers was observed this week leaning up against the wall of their Exchange. Preventing a collapse.

Worst thing about week-ends is that before you've had a chance to pay for one, another has come round.

The consumption of cabbage is going up in America. Dearest cigars are expected in consequence.

Modern youths want to leave motor tracks, rather than "foot-prints" on the sands of time.

Although George Washington didn't lie, it's only right to remember that he never spent a holiday fishing.

Dublin reports a surplus of women. So does a man we know who got married last autumn.

We notice among the "For Sale" advertisements this week, a "new Persian Carpet and young Persian Cat." We hope the future owner won't be sufficiently absent-minded to beat the cat and play with the carpet.

"Whisky Amalgamation" reads a Home newspaper heading. The most successful we know is with soda.

According to a contemporary, American dentistry has reached a remarkably high standard. Seems natural that they should be able to "Yank" out teeth.

Experiments conducted at Home recently, show that excellent materials can be made out of grass. For clothing grass widows, we presume.

An American writer says that the Chinese are peaceful and surprisingly enthusiastic gardeners. Most of them seem to have their own little plot these days.

Capt. Cobham told a Sydney audience that "if food ran short, the resourceful aviator could always land somewhere and, find something to eat." Why trouble about landing when a meal might be made off air routes?

Four million pesos, are to be spent in the Philippines on irrigation schemes. Looks like a policy of a ditch in time.

Hagenbeck says elephants are worth \$3,000 a ton. The white variety is more costly.

"Party Can't Stand Together on Liquor," says a newspaper headline. Some have trouble in standing on it even when alone.

Ma Ferguson has lost twice in one election. Probably she'll get her own back on "Pa."

In Hongkong, the week-end often justifies the means.

Pedestrians' rights are just as important as the drivers' left.

"Staff outings" are growing in popularity at Home. So they don't look like becoming a has-beeno.

Hot weather isn't so bad if you undress properly for it.

We're sorry that this rejuvenation business seems to have faded away. A monkey gland grafted on the seat we have served up as lamb might assist it to pass as mutton.

"Rastus." We cannot definitely state whether horse radish was responsible for your nightmare.

According to the Morning Post's correspondent, snakes are beasts! We understand that the specimen which gave rise to this belief is a tame dragon which has accompanied its master from China's unknown interior.

Some men have a nose for news, that before you've had a chance to pay for one, another has come round.

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VITTEL GRANDE SOURCE ... 0.37
SAINT-GALMIER ... 0.35**JUST RECEIVED**Claret & white wines from the well known firms:
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{Wing Woo Street
{TEL. 52 Central**THE LEAGUE.****GERMAN DELEGATES AT
GENEVA.**Geneva, Sept. 10.
Numerous would-be spectators
of Germany's installation in the
League were crowded out, as the
public galleries were packed at an
early hour.Cameras clicked, and the dele-
gates craned their necks to get a
view of their new colleagues,
amid an excited buzz. The Pres-
ident's bell was inaudible.Dr. Stresemann in a speech ex-
pressed heartfelt thanks for the
reception, and emphasized that
they were now entering into close
co-operation with their former op-
ponents, which probably was one
of the most important steps ever
taken. He was convinced Ger-
many's entry was based on a firm
foundation, and promised fruit-
ful results. He concluded with
an assurance of Germany's whole-
hearted co-operation in the
League, which he hoped Spain and
Brazil would rejoin.The delegates stood and cheered
thrice on the conclusion of a
speech by M. Briand tributing Dr.
Stresemann and Sir Austen Cham-
berlain, whose joint labours had
made Locarno possible, adding
that France and Germany had put
the bloody encounters on the
battlefields behind them, and
would in future take their difficul-
ties to the Justice of the Peace—
the League of Nations.—*Reuter.*
Latin American Attitude.Havana, Sept. 10.
President Machado has instructed
the Cuban delegates at Geneva
to decline the offer of a semi-
permanent seat in the Council, and
to countenance no offer except a
permanent seat.The President's action is the out-
come of a circular from Brazil
addressed to Latin American
countries regarding a perman-
ent seat for Latin America.—
*Reuter's American Service.***TRADE UNIONS.****A UNITED BODY
ADVOCATED.**London, Sept. 10.
The Trade Union Congress by a
substantial majority has passed a
resolution urging the General
Council to continue its efforts to
create a single united Trade Union
International.—*Reuter.***NICARAGUAN REVOLT.****AMERICA CONCERNED.**Managua, Sept. 10.
Following the receipt of a mem-
orandum from Washington, Pre-
sident Chamorro has decided to so-
licit the good offices of the Ameri-
can charge d'affaires to end the re-
volt.—*Reuter's American Service.*Increased sobriety, similar and
common-sense dress and a general
dietary improvement is making
England healthier, according to
Sir George Newman, Chief Medi-
cal Officer of the Ministry of
Health. "Good houses, good food
and a sanitary environment in
working conditions make for
health," Sir George declared, "but
these things cost money and are
out of the reach of many people.
The simpler things such as more
tooth brushes, more windows and
a more general appreciation of
sunshine and fresh air, are easily
within the reach of every one,
however, and are making for a
healthier people in England.**START THE DAY FEELING
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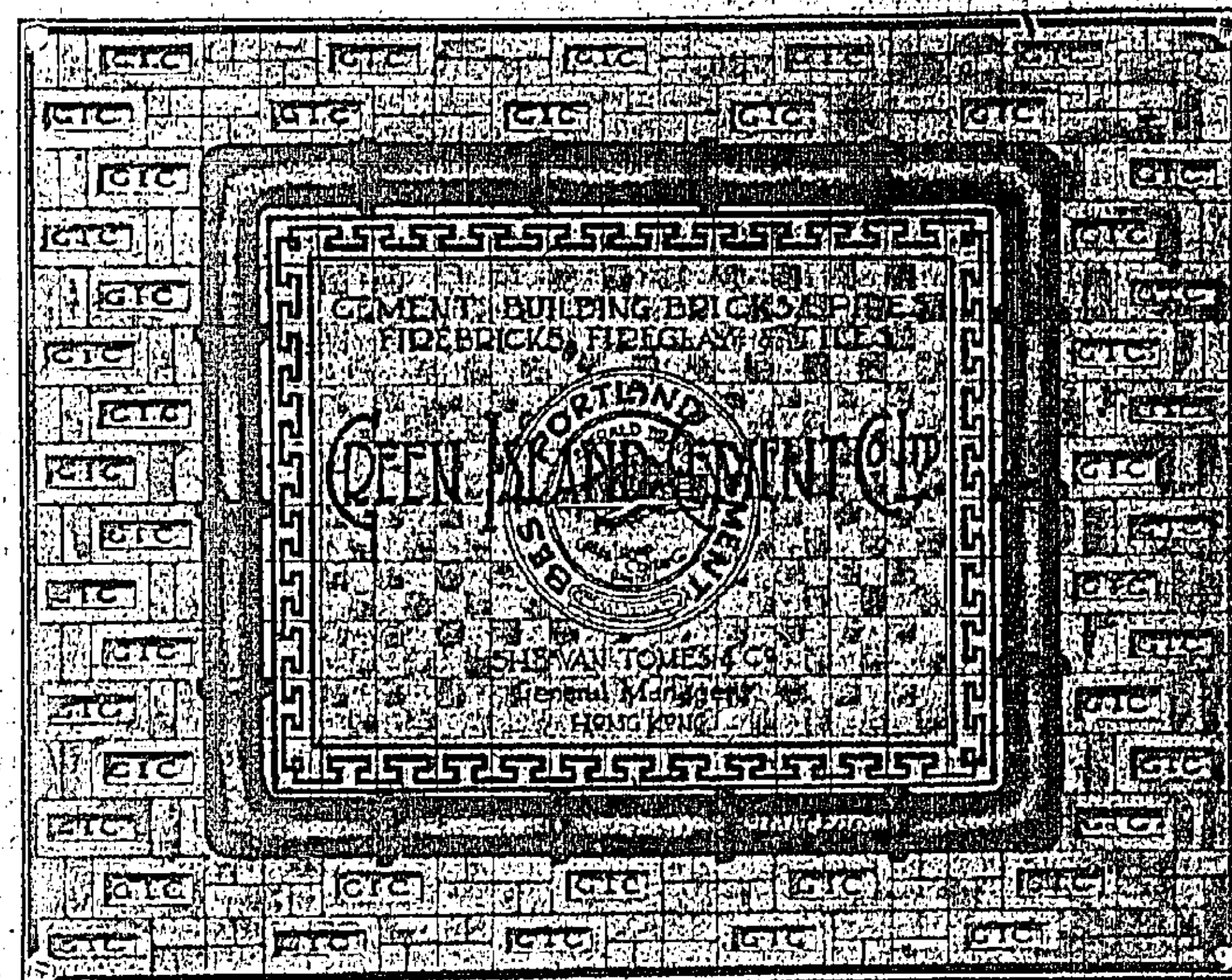
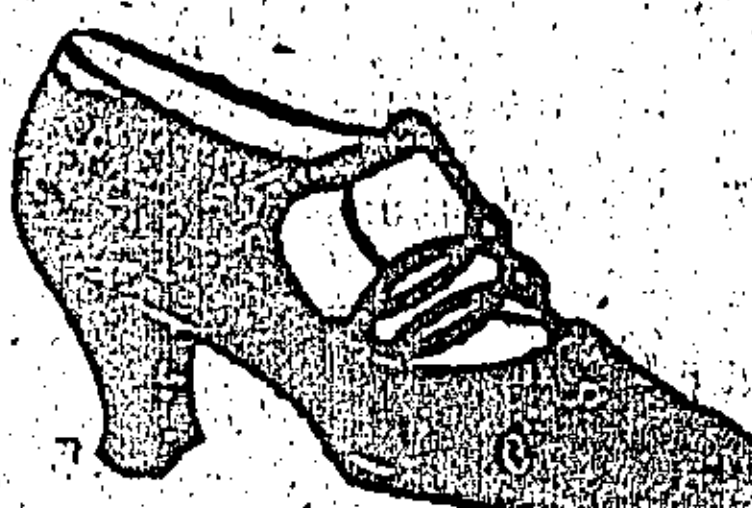
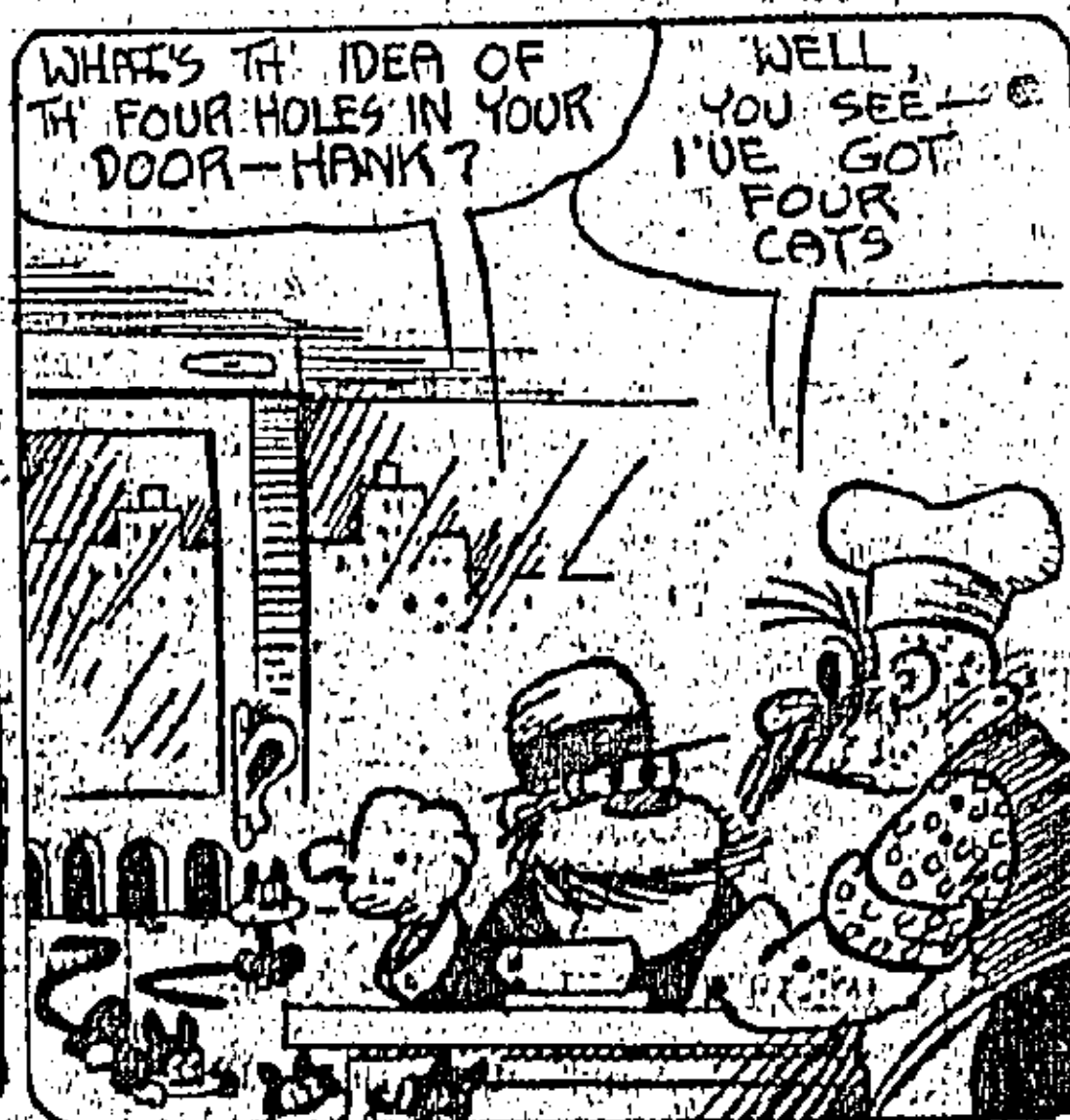
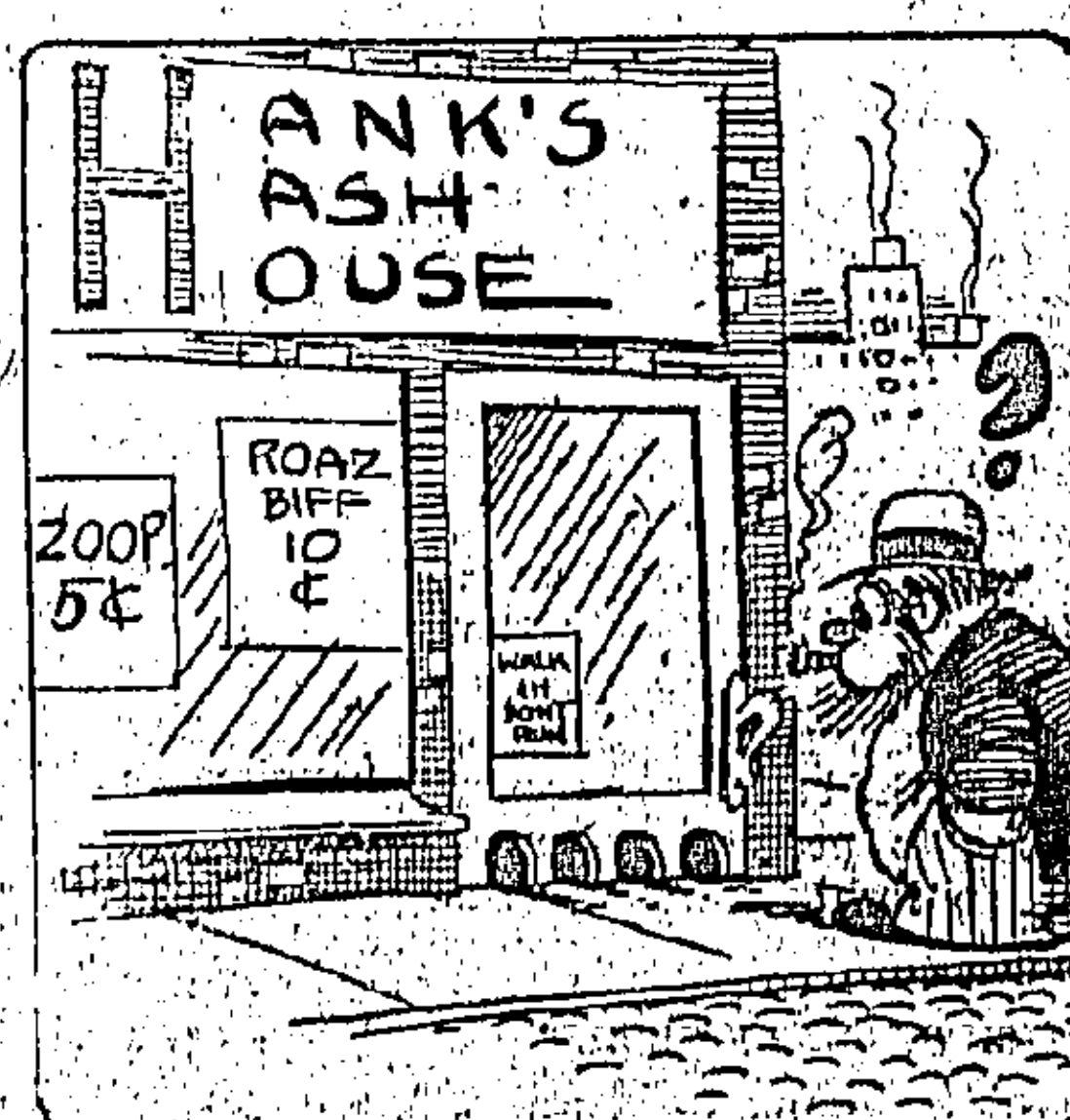
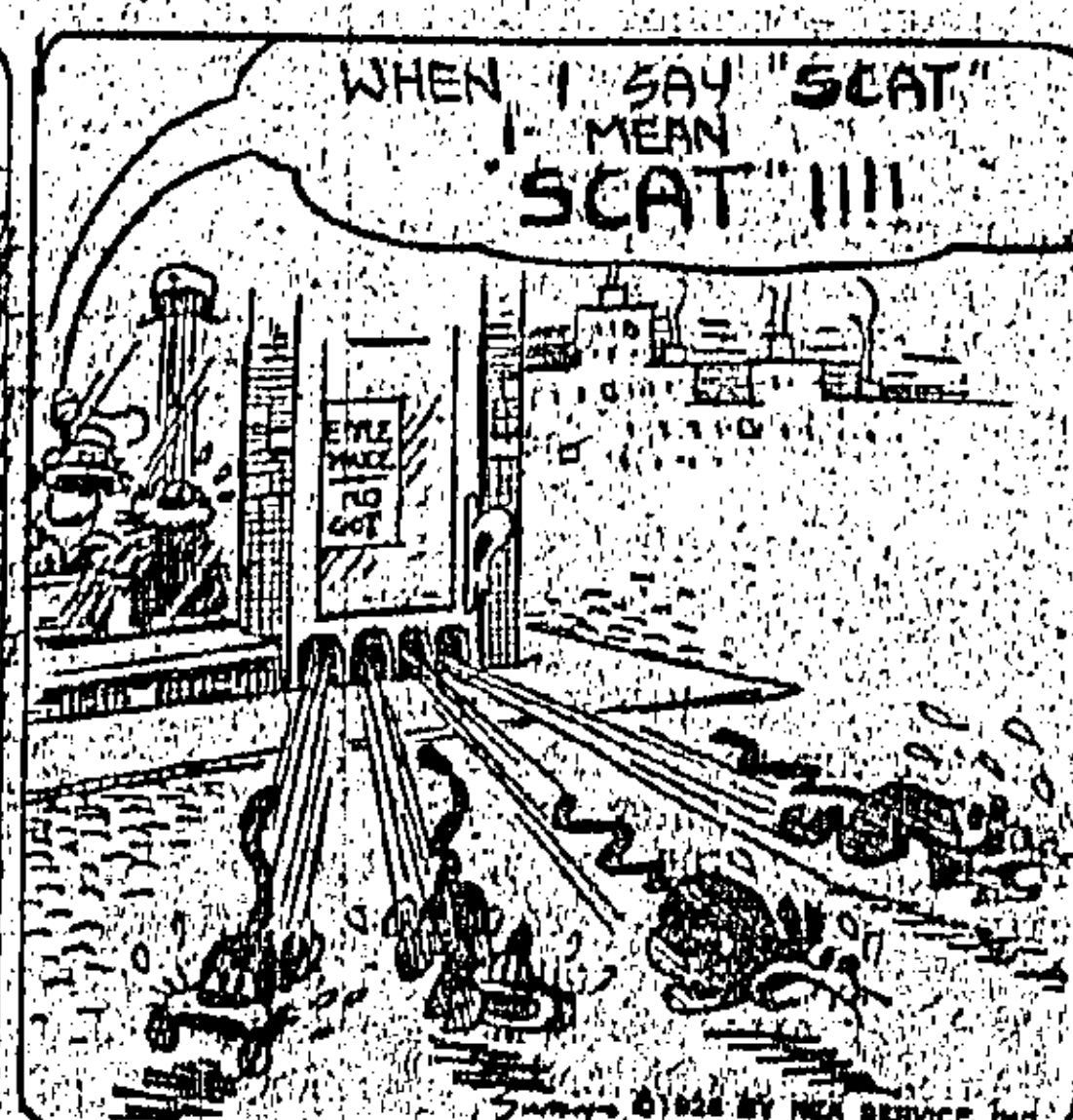
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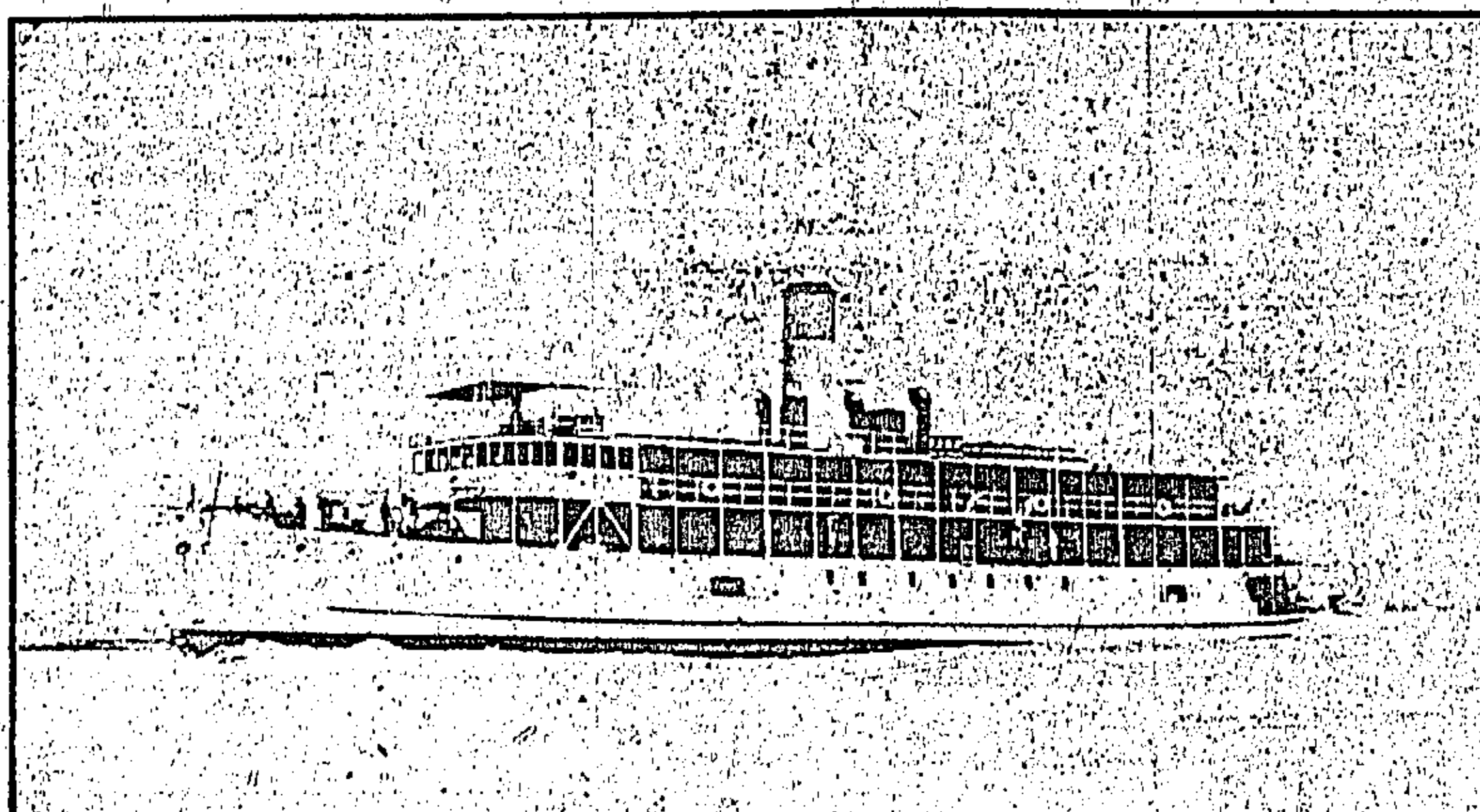
The South China baseball team, which is running neck-and-neck with the Japanese for local League honours. (Photo: Mee Chung).



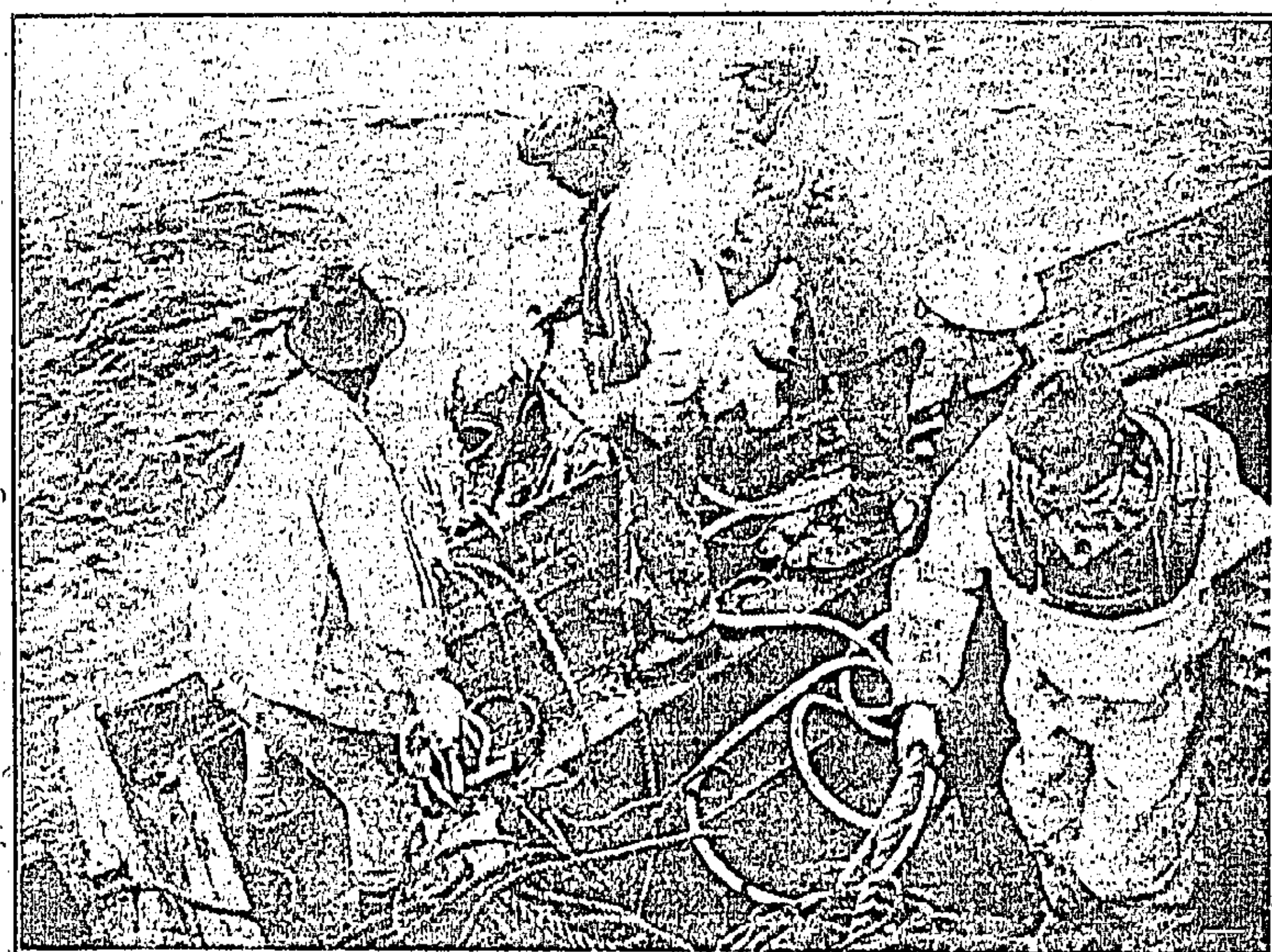
This group was taken at the wedding, at St. John's Cathedral, of Mr. Chow Cheng-lam, B.A., and Miss Alice Bernice Li. (Photo: Mee Chung).



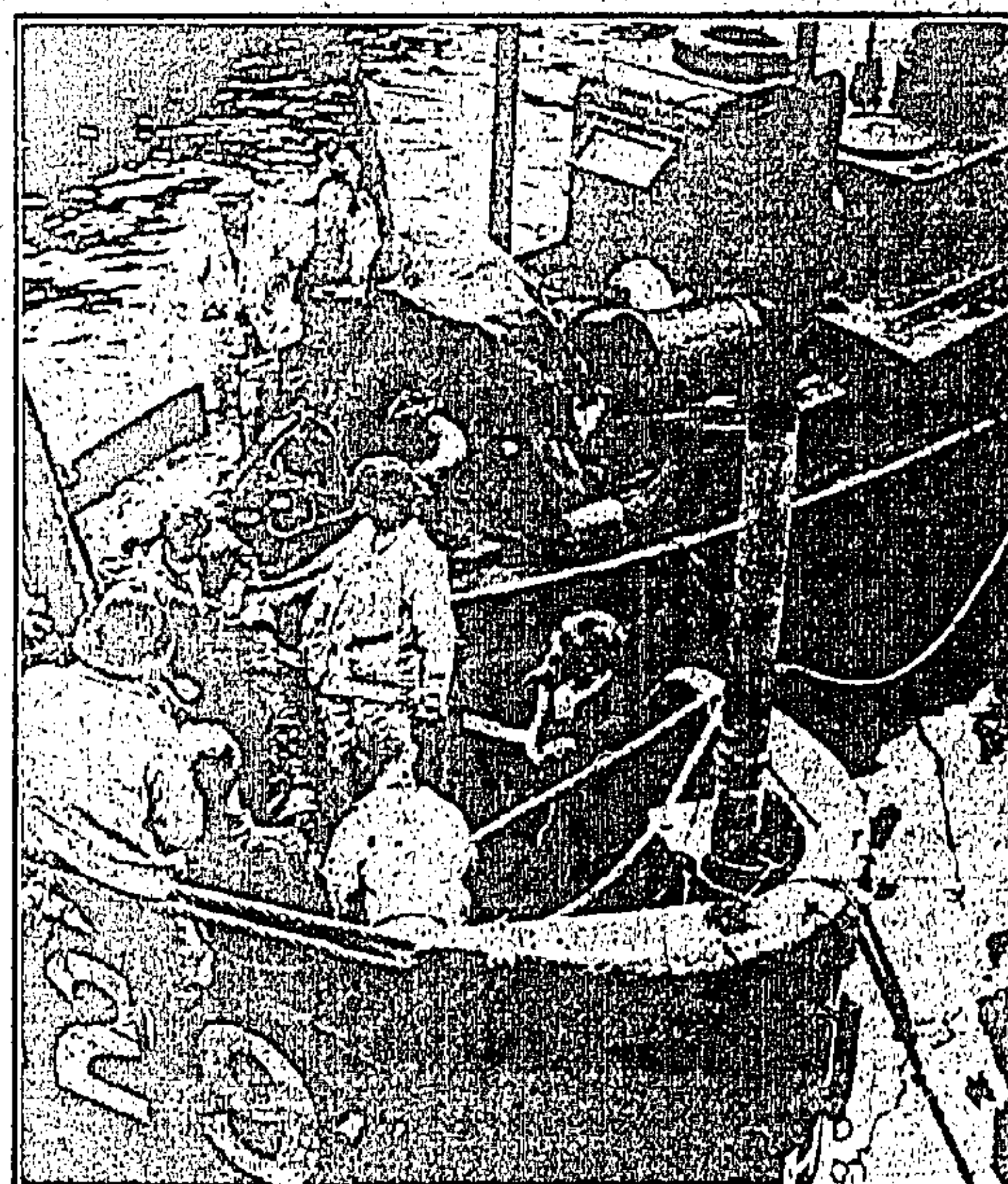
The Prince of Wales had a wonderful reception when he attended the camp at Llandrindod Wells, spending a day and night under canvas with the Welsh boy scouts. Photo shows H. R. H. presenting prizes.



This is a picture of the s.s. Kiawo, the river steamer of the Indo-China Steam Navigation Company which was involved in the tragic affair on the Yangtze on Sunday last.



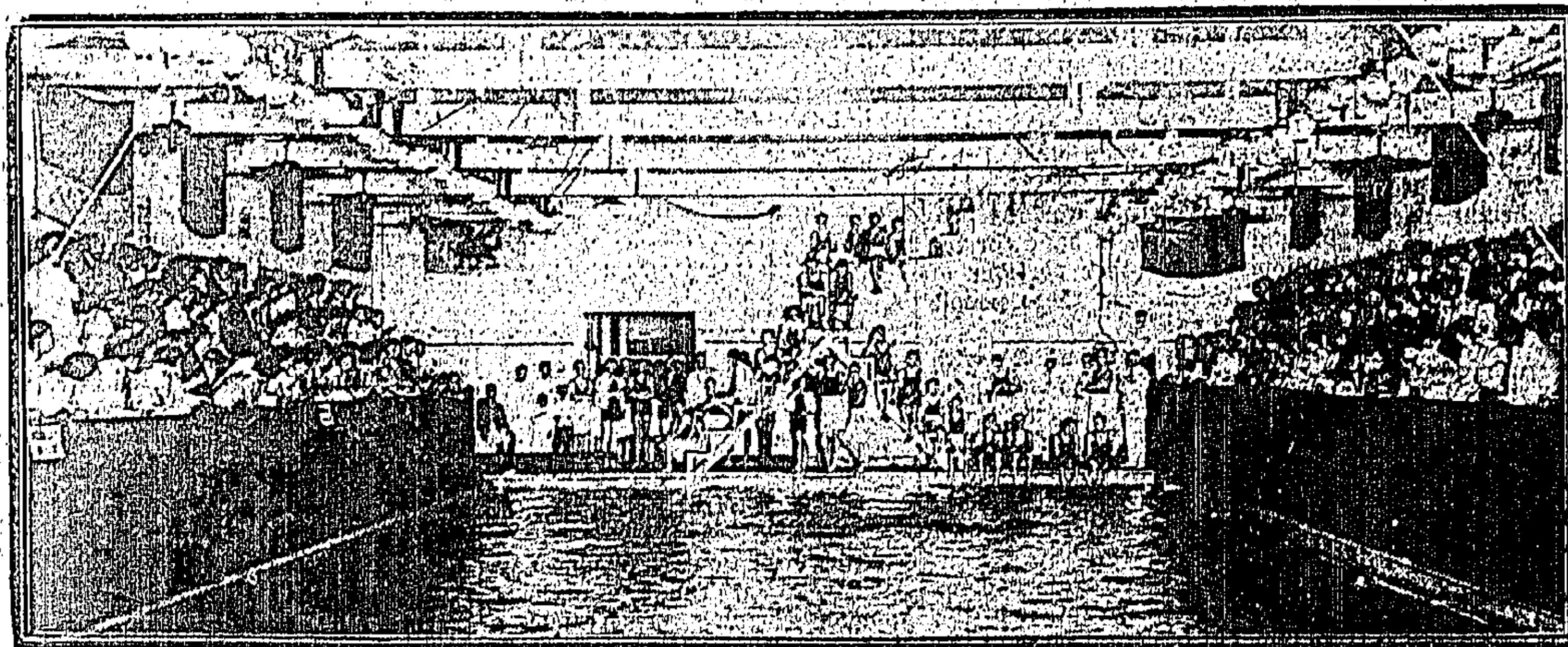
A diver going down to Submarine H29, sunk at Devonport, during salvage operations. The number of men lost in her is six. Lt-in-command F.H.L. Skyrme, of the H29, is seen above watching the diver descend to place four-inch wire hawsers under the vessel.



Lt. Com. Barry, Lt. Com. Rowe and Lt. Corder on the conning tower of the H29, after it had been raised in the dock basin. They were compelled to wear gas masks before they descended into the submarine to protect themselves from the chlorine gas with which the conning tower was filled.



Gene Tunney, who is to meet Jack Dempsey, is seen above doing a bit of skipping at his training quarters.

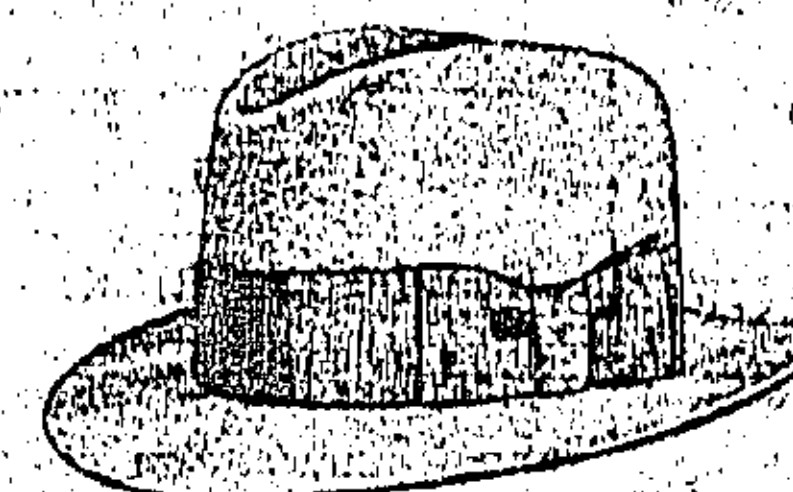


This gives a very good idea of what the bath looked like during the Shanghai Rowing Club's gala. The bath was decorated with lanterns and seating arrangements were most satisfactory. The photograph shows a lull between events, during which music kept the large crowd gay.



Hats for Men

Henry Heath Hats give that expression to personality which is characteristic of the well-dressed man.



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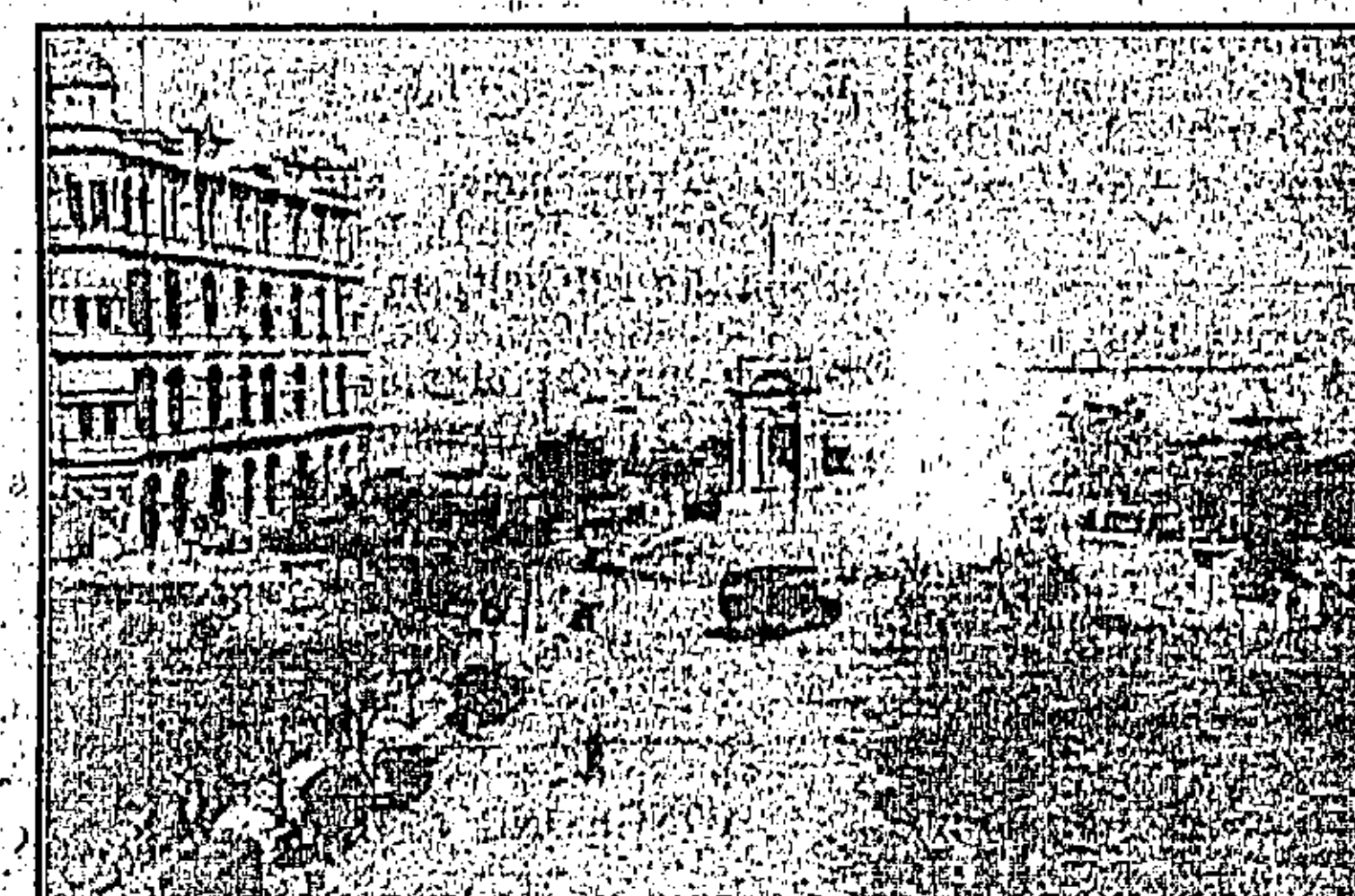
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25 WORDS FOR \$1.00
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The following replies are awaiting collection:—
1392, 1342, 1397, 1441, 1444,
1456, 1462, 1453, 1512, 1516,
5, 26, 32, 38, 72, 74

SPANISH LANGUAGE TUITION.

PROFICIENCY guaranteed in six months. Madrid University Professor. Individual tuition in Hongkong \$15.00. Collective classes \$12.00 monthly. Kowloon Night School individual classes \$12.00, collectively \$10.00 monthly. Chinese collective classes only, \$8.00 monthly. Apply Post Office Box No. 685.

MISCELLANEOUS.

NUMEROLOGY.—THE NEW AND SCIENTIFIC WAY OF FORECASTING THE FUTURE and knowing your luck. The accuracy of the readings will astonish you. Send full name and birth-date together with five dollars to MADAME HELEN PIPER the WORLD-FAMOUS PSYCHIC and receive by return mail a complete life's NUMERESCOPE. 9, Avenue Road, Shanghai.

SITUATIONS WANTED.

EUROPEAN LADY willing to give services as Companion, or assist with children, in return for passage to England. Apply Box No. 49, care of "Hongkong Telegraph."

WANTED.

WANTED.—Foreman electrician for automobile and battery work. Must be experienced and fully qualified. No other need apply. Box No. 74, care of "Hongkong Telegraph."

WANTED.—On November 15th a completely furnished four bedroom HOUSE or APARTMENT located on The Peak or on a level not lower than May Road. Long or short term lease immaterial. Address:—11ty, H. Geare, General Manager, Vacuum Oil Company.

FOR SALE.

FOR SALE.—Three new "Pyrene" fire extinguishers, handy on car and in home. Price \$11. each. Apply Box No. 77, care of "Hongkong Telegraph."

FOR SALE.—Motorcycle by Clyno, newly overhauled, in good running order. Will accept \$120, or highest offer. Replies to Box No. 78, care of "Hongkong Telegraph."

PREMISES TO LET.

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET.—GROUND FLOOR Offices, near Kowloon ferry. Apply to Box No. 47, care of "Hongkong Telegraph."

TO LET.—A three roomed European FLAT on top floor of No. 14, Conduit Road. Apply to H. M. H. Nemaze.

TO LET.—Well furnished house at Felix Villas, Pokfulam, 6 rooms, 2 bathrooms. Rent \$250. All modern fixtures. Good bus service. Apply Box 75, care of "Hongkong Telegraph."

TO LET.—Three roomed FLAT in Prat Buildings, Kowloon. Top floor, modern conveniences, completely furnished, moderate terms, available 1st October. Apply Box No. 76, care of "Hongkong Telegraph."

TO LET.—Houses & Lands for sale. Mortgages arranged. Flats & Houses vacant; we have good tenants immediately available for other houses & flats in suitable localities. See ads. in S. C. M. P. and Daily Press. Small Investors Tel. C4680.

TO LET.—Ground floor of No. 15 and First floor of No. 16, Connaught Road Central (next to P. & O. Building). Suitable for offices, immediate possession. For terms. Apply to S. K. Trust Limited, 29, Connaught Road C. Phone C144.

NEW ADVERTISEMENTS.

HOCKEY.

All Club and Service Hockey Officials wishing to arrange fixtures for the coming season are asked to be present in the Lecture Room, Volunteer Headquarters at 5.45 p.m. on Monday 20th September.

HONGKONG HOCKEY CLUB.

T. P. Sanderson,
Hon. Secretary.

NOTICE.

KOWLOON CRICKET CLUB.
Members are notified that the annual general meeting of the Kowloon Cricket Club will be held in the Club house on September 17 at 5.30 p.m.

By Order,

S. E. GREEN,

Hon. Secretary.

Hongkong, September 10, 1926.

NOTICE.

The Italian Convent Branch, St. Francis School.

Will re-open on the 13th inst., owing to repairs to the building.

NOTICE.

I have admitted Mr. Charles Whitley, as partner in my firm and the business will henceforward be carried on under the name and style of ROCHA, WHITLEY & CO., Auctioneers, Surveyors and General Brokers.

A. G. DA ROCHA,

Auctioneer.

Hongkong, September 5, 1926.

HONGKONG JOCKEY CLUB.

Draft Programmes and Entry Forms for the Fourth Extra Race Meeting to be held on Saturday 9th October, 1926, (weather permitting) may be obtained at the Race Course, Causeway Bay Stables and Hongkong Club Annex.

Entries will close at 12 o'clock noon on Saturday, 25th September 1926.

HONGKONG CLUB.

NOTICE.

The Sixth Yearly Drawing of 20 Debentures (1920 issue—\$500. each) of the Hongkong Club, Payable on Thursday, the 30th September, 1926, will be held in the Club House, at 11 o'clock, a.m., on Tuesday, the 14th September, 1926.

Bearers of Debentures are invited to attend the Drawing.

By order,

T. A. ROBERTSON,

Lieut. Col., Secretary.

Hongkong, Sept. 8rd, 1926.

CHURCH SERVICES.

A CHARGE OF ONE DOLLAR IS MADE FOR NOTICES UNDER THIS HEADING

St. John's Cathedral, Hongkong, September 12th, 1926, 15th Sunday after Trinity: Holy Communion, 8 a.m.; choral; Matins, 11 a.m. Preacher: The Lord Bishop of Victoria. Evensong, 6 p.m. Preacher: Rev. H. A. Wittenbach.

First Church of Christ, Scientist, Macdonnell Road, below Bowen Road Tram Station; Sunday Service, at 11.15 a.m., Subject: "Substance". Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open: Tuesday and Friday 10 a.m. to 12 noon, Monday and Thursday 5 to 7 p.m.

Reeve's

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10 Pedder Street opp. H.K. Hotel

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LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on **TUESDAY**, the 21st September, 1926, commencing at 9.30 a.m.,

at the Kowloon Naval Depot
Old and Surplus Victualling stores.

Comprising:—

Table Linen, Implements, Serge, Flannel, Remnants, Blankets, Sundry Articles of Mess and Table Gear.

Including Electro Plated Ware).

Clothing, Condemned Provisions for Poultry Feeding, etc.,

Terms of Sale:—As detailed in Catalogue.

LAMMERT BROS.,
By Appointment Auctioneers to the Admiralty.
Hongkong September, 7, 1926.

HUGHES & HOUGH LIMITED.

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TUESDAY & FRIDAY,

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CHINA AUCTION ROOMS.

4, Duddell Street.

If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. de SOUSA.

MOTOR CARS ETC.

FOR SALE.—Sunbeam Landauette, 1924, model, recently thoroughly overhauled in London. Inspection at Hongkong Hotel Garage. Apply Deacons.

BUICK.—6-cylinder 7-passenger Buick Touring No. 165 Good running order. Five good Tyres on five Wire Wheels. \$1,500.00. On view at Dragan Garage, Happy Valley.

PACKARD SIX.—Condition in every way as new. Five perfect Tyres. Five-passenger. Superb engine (45113-42). Cash \$4,200, no offers. On view at Dragon Garage, Happy Valley.

NEW RALEIGH solos fitting Lucas lighting, speedometer, ammeter and horn from \$485 and spare parts. 1925 O.H.V. Matchless & Henderson combinations. Douglas and Scott solos. Apply Motor Cycle Exchange K.655.

HUDSON SUPER-SIX (No. 573206) Latest Model 7-passenger Touring. Low mileage. Owner-driven. Still on original tyres. \$300.00 worth of special equipment. 29.40 h.p. engine (R. A. C. Rating). Guaranteed, in superb condition. Owner going on leave. A bargain at \$2,500. Box No. 35, care of "Hongkong Telegraph."

HUDSON.—6-cylinder 7-passenger Touring equipped with five Brand new Balloon Tyres on New wire wheels. New top, upholstery, carpets, Bosch Horn. Also new Carburettor and Radiator, new paint and all bright parts nickel plated. In perfect running condition. A real bargain for only \$2,200. Apply Box No. 1492, care of "Hongkong Telegraph."

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Per Bottle - \$ 5.20

„ Dozen - \$61.00

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„ Dozen - \$32.00

Wine Claret

Per Bottle - \$ 1.10

„ Dozen - \$12.00

White Wine

Per Bottle - \$ 1.20

„ Dozen - \$13.00

ALBERT

QUEEN'S ROAD.

FUTURE OF WEMBLEY.

SALE TO AMERICAN MOTOR COMPANY.

Important developments may be looked for in the near future in regard to the site on which the Wembley Exhibition was held. It will be remembered that, following the unsuccessful effort to sell the site by auction, an offer was accepted from a group of which Mr. James White was the principal figure, of £300,000.

Much speculation has been indulged in as to the intentions of the group in regard to the site, and in some quarters it was suggested that an effort might be made to continue it as a great playground for London. We now understand, however, that it has been decided to develop the site as a self-contained industrial unit. Negotiations are practically complete for the sale of the two largest buildings, the Engineering Hall and the Hall of Industries, to an American motor manufacturing company.

This company—which, it may be definitely stated, is not the Ford company—intends to lay down plant and machinery with the object of developing the manufacture of its own specialties in this country on mass production lines. The two buildings named are admirably equipped for this purpose. They are connected up with the railway, which runs right into one end of the building, while water, gas, electricity and all the other needs of an immense factory, apart from the actual machinery, are present. It is anticipated that the company will employ several thousands of British working people, and plans are in hand for the development of other portions of the site for housing these people and their families.

It is possible that the lake, with its attractive floral and foliated surroundings, may be retained, but it is practically certain that the whole of the Amusement Park, will make way for a small town of streets and houses.

No decision has yet been come to with regard to the future of the Stadium, but the purchasers of the site have no anxiety regarding this, inasmuch as the deal now being completed fully compensates for the financial expenditure to which the purchase of the site committed them.

POST OFFICE NOTICE

NOTICE.

Wireless Service between Hongkong and Canton is resumed.
The Parcels Post Service to Swatow is suspended until further notice.

The mail service to Samshui, Wuchow and Kongmoon is resumed.
At the request of the Director General of Posts, Peking, the 22 lbs. Parcel Post Service with China has been postponed until 1st October, 1926.

From	Per	Date
Shanghai	Nagasaki	September 11.
Shanghai and Europe via Siberia	Kancho	September 11.
Japan	Hakozaki Maru	September 11.
Manila	President Grant	September 12.
Europe via Negapatam (Letters and papers London, 12th August)	Rangoon Maru	September 12.
U.S.A. Honolulu, Japan and Shanghai	President Adams	September 13.
Manila	Emp. of Russia	September 13.
Shanghai	Soochow	September 13.
Japan and Shanghai	Amazona	September 14.
Amoy	Santhia	September 14.
Saigon	D'Artagnan	September 15.
U.S.A., Canada, Japan and Shanghai	President Madison	September 16.
U.S.A. Honolulu, Japan & Shanghai	President Taft	September 16.
Australia and Manila	Aki Maru	September 17.
Japan	Kamo Maru	September 20.
Japan	Tango Maru	September 21.
Japan	Hakusan Maru	September 25.

For	Per	Date
Straits, Ceylon, India, Mauritius, E. S. Africa, Aden, Egypt and Europe via Marseilles	Hakozaki Maru	Sat., Sept. 11.
	Registration	1.45 p.m.
	Letters	2.30 p.m.
	(Due Marseilles 10th October.)	
	Kaying	Sat., Sept. 11, 2.30 p.m.

Bangkok
Shanghai, Japan, Honolulu, *Canada, *U.S.A., *C. and *S. America and *Europe via San Francisco and Europe via Siberia (Letters and postcards specially superscribed "Via Siberia" only)

President Pierce Sat., Sept. 11.
Parcels Noon.
Registration 4.15 p.m.
Letters 5 p.m.
(Due San Francisco 6th October.)

Amoy
Port Bayard, Hoihow and Haiphong
Haiphong
Swatow, Amoy and Formosa
Bangkok
Shanghai, Japan, Canada, U.S.A., C. and S. America and Europe via Victoria, B. C. and Europe via Siberia (Letters and postcards specially superscribed "Via Siberia" only)

President Grant Mon., Sept. 13.
Parcels Noon.
Registration 2.45 p.m.
Letters 3.30 p.m.
(Due Victoria, B. C. 2nd October.)
Kanchow Mon., Sept. 13, 5.00 p.m.
Pres. Adams Mon., Sept. 13, 5 p.m.

Amoy
Manila
Saigon, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and Europe via Marseilles

Amazona Tues., Sept. 14.
Registration 1.45 p.m.
Letters 2.30 p.m.
(Due Marseilles 15th October.)
Kingsu Tues., Sept. 14, 5 a.m.
Parcels 14th 5 p.m.

Shanghai
Straits and Calcutta
Shanghai, Japan, Canada, U.S.A., C. and S. America and Europe via Vancouver, B.C. and Europe via Siberia (Letters and postcards specially superscribed "Via Siberia" only)

Emp. of Russia Wed., Sept. 15.
Parcels 3 p.m.
Registration 4.15 p.m.
Letters 5 p.m.
(Due Vancouver, B.C. 4th October.)

Japan, Canada, U.S.A., C. and S. America and Europe via Victoria, B.C.
Tathylbus Thurs., Sept. 16.
Registration 9.45 a.m.
Letters 10.30 a.m.
(Due Victoria, B.C. 12th October.)

Manila, Australia and New Zealand via Thursday Island
Taiping Fri., Sept. 17.
Registration 9.45 a.m.
Letters 10.30 a.m.
(Due Thursday Island 30th October.)
Suiyang Fri., Sept. 17, 5 p.m.
Aki Maru Sat., Sept. 18, 9.30 a.m.

Shanghai
Japan
Straits, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and Europe via Marseilles

Malwa Sat., Sept. 18.
Registration 9.45 a.m.
Letters 10.30 a.m.
(Due Marseilles 15th October.)
Fooksang Sat., Sept. 18.
Parcels Noon.
Letters 1 p.m.

Straits and Calcutta
Haiphong
Shanghai and Europe via Siberia (Letters and postcards specially superscribed "Via Siberia" only)

Amoy
Shanghai and Japan
Straits, Ceylon, India, Mauritius, E. and S. Africa, Egypt and Europe via Marseilles

Helena Tues., Sept. 21.
Registration 1.45 p.m.
Letters 2.30 p.m.
(Due Marseilles 20th October.)
Huichow Tues., Sept. 21, 2 p.m.
Hosang Tues., Sept. 21, 5 p.m.

Shanghai
Manila, Australia and New Zealand, via Thursday Island
Tango Maru Wed., Sept. 22.
Registration 3.45 a.m.
Letters 9.30 a.m.
(Due Thursday Island 4th October.)
Hosang Wed., Sept. 22, 10.30 a.m.
Sunning Wed., Sept. 22, 5 p.m.
Hinsang Sat., Sept. 25, 12.30 p.m.

Shanghai
Shanghai
Straits, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and Europe via Marseilles

Hakusan Maru Sat., Sept. 25.
Registration 1.45 p.m.
Letters 2.30 p.m.
(Due Marseilles 24th October.)
Fooksang Wed., Sept. 29, 10.30 a.m.
Hansang Wed., Sept. 29, 2.30 p.m.

Japan
"Correspondence bearing vessel's name only."

BATAVIA FIRE.

70 HOUSES DESTROYED:
GIRL CHILD KILLED.

A fire broke out on Wednesday, August 25, at Tanah Tinggh, a kampong-complex of Kratut, a suburb of Batavia.
Unfortunately, the fire spread very quickly with the help of a strong easterly wind which prevailed at the time.
All of the fire engines were immediately despatched to the spot

and the firemen were assisted by a large crowd of helpers.

The breeze was so strong that it conveyed the flames on to a coconut tree 200 yards distant.

The fire was effectively extinguished, and an inspection of the damage done revealed the fact that 70 houses were destroyed, eight of which were inhabited by Europeans.

The cause of the fire is unknown. The body of a 12-year old native girl was discovered amongst the debris.

EUROPE'S PEACE.

(Continued From Page 1.)

statesmen and of Sir Austen Chamberlain, whose joint labours had done so much to make Locarno possible. But, he said, if there had not existed the League of Nations, the peoples who had fought so hard on the battlefield would not have been meeting to collaborate in common goodwill for human and civilised peace. France and Germany, having put the bloody encounters of the battlefields behind them, would in future take their difficulties to this justice of the peace—the League of Nations. "Finished is the reign of the guns." In a fine peroration, M. Briand declared that if the French and German delegates looked at every difficulty which might arise not only as citizens of their own countries, but as citizens of the League of Nations, they would easily, with their colleagues, find conciliatory solutions which both could accept.

As M. Briand resumed his seat Sir George Foster the Canadian delegate, stood on his seat and led the cheers of the Assembly for the French statesman.

The proceedings terminated with a tribute by the President to the moving eloquence of Dr. Stresemann and M. Briand. The principal delegates, led by Sir Austen Chamberlain, shook hands with the Germans and the momentous sitting of the Assembly was over.—British Wireless.

SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:—

Banks.
Hongkong, \$1,100 a.
Chartered, \$21 b.
Mercantile A. and B., \$30 a.
Mercantile C., \$13 a.
P. and O., \$9 a.
East Asia, \$84 n.
Marine Ins.
Canton Ins., \$625 s.
China Underwriters, \$150 n.
North China, Tls. 145 n.
Unions, \$287 n.
Yanktze, \$35 b.

Fire Ins.
China Fires, \$200 b.
Hongkong Fire, \$620 n.

Shipping.
Douglases, \$25 b.
Steamboats, \$262 n.
Tugs, \$14 n.
Indo-China, (Prof.) \$30 b.
Sholl Transn., \$0/- b.
Star Ferries, \$54 s.
Waterboats, \$152 n.

Refineries.
China Sugars, \$23 s.
Malabons, \$36 n.

Mining.
Benguet, \$150 b.
Kailans, 40/- n.
Langkats, Tls. 23 b.
Shai Exploration, Tls. 5 s.
Shanghai Loans, Tls. 7 n.
Raub, \$42 b.
Tronohs, 76/- n.
Ural Caspians, 8/- n.

Docks, etc.
Kowloon Wharves, \$110 s.
Whampoa Docks, \$58 a.
Hongkew, Tls. 170 X Div.
New Engineering, Tls. 6.30 b.
Shanghai Docks Tls. 115 b.

Lands, Hotels, etc.
H. and S. Hotels, \$8.60 n.
H.K. Lands, \$60 n.
Realty, \$7.50 b.
Territorials, \$4 n.
Developments, 15 cents s.
Humphreys, \$



The quality of your food is of the utmost importance.

For your own benefit you should always buy the best groceries.

Our advantages enable us to keep in a fresh supply of stock and to purchase at lower prices—the benefit of which is passed on to you.

Buy from us for

Economy, Reliable Quality and Service.

Quick Deliveries made to all parts of the Colony.

THE SINCERE CO., LTD.

PHONE C. 139.

(GROCERY DEPT.)

THE LATEST

Just arrived from Europe an excellent collection of dainty, exquisite and most up-to-date VANITY CASES, consisting of figure and flower enamel, inlaid gold and silver, stone set and other designs etc. Prices very moderate. Your inspection is cordially invited.

PANDORA

39 a Queens Road Central

The Tonic You Need "Bynin" Amara

It quickly braces up the system when undone or suffering from the after effect of illness. "Bynin" Amara stimulates digestion and enables those who suffer from loss of appetite to enjoy their meals thoroughly and to derive full benefit from them. It is invaluable in all cases of weakness, nervousness, lassitude, debility, etc. Exhaustion from heat is quickly overcome by taking "Bynin" Amara.



Obtainable at all
Chemists and
Dispensaries

**Allen & Hanburys
Ltd.,**
(Incorporated in England)
40 CANTON ROAD
SHANGHAI

Free sample available upon request

G.B.S. AT SEVENTY.

THE PATRIARCHAL REVOLUTIONARY.

When Mr. Shaw was a young man, he took great pains, as he himself has told us, to impress his image on the mind of the public. His efforts were successful. It seems hard to believe now that, at so early an age, any man could have become a public figure merely by criticism of pictures, music and the drama. Certain circumstances conspired to help him. The brilliant young men of the New Journalism wrote with gusto paragraphs about one another's brilliance, and even if Mr. Shaw had not actively assisted them, they would still have found in him an irresistible source of material. He was a man whose appearance invited the caricaturist, as his actions and utterances the parodist.

How the Public Sees Him.

So well did his efforts succeed, so deeply was the image imprinted that on his 70th birthday, it has still not been replaced by any other. The public still thinks of him as the stormy, scornful, red-bearded young iconoclast of the 'eighties and 'nineties, whose Mephistophelian expression betrayed his delight in combating all settled opinions and in hurting the feelings of those who held them. That is Mr. Shaw, and it can recognize no other. A couple of years ago, during the five-night-long performance of "Back to Methuselah," I saw him pass, several times, in and out of the crowded vestibule of the theatre, and no one knew him. The passer-by in the Adelphi cannot but remark him, for he is remarkable, but does not know who he is.

The red has drained out of his beard, leaving it a beautiful and patriarchal white. His eyebrows are no longer of the set that always seems to be looking for a quarrel. And with these changes, something has been accentuated in his face that was indeed always there, a look of mild, though jovian and commanding benevolence. We know now, I think, more of the truth. The young man with the red beard, who could not refuse an invitation to luncheon without being reported, might have been merely a vigorous and entertaining impostor. The old man with the white beard is patently one of the great, perhaps something very near to a prophet.

It is because of his vivid, and still surviving youth that we cannot take his 70th birthday quite as we do those of other men. There will not be, there could not be, anything very solemn about celebrations. Indeed, Mr. Shaw has celebrated already by declaring that his speech at the dinner in his honour, so far from being of the anodyne sort considered suitable for broadcasting, will probably be highly controversial. He must have been grateful to the official lack of humour which gave him the opportunity for such a characteristic retort on such an occasion.

Looking Forward.

It is unlikely that he could ever bind himself to make a speech fit for transmission through the ether, and perhaps this impossibility gives him his main importance in an age which was getting itself into the broadest frame of mind before ever a vibration issued from Savoy Hill. It is of advantage, so ichthyologists say, if you are sending a number of fish on a journey in a small tank, to include a catfish among them: it chases them about and keeps them from unhealthy sluggishness. Mr. Shaw has played the catfish to a generation and a half: when he has completed the second and begun on a third, his answer will be the same. His speech on the occasion of his 90th birthday will be highly controversial.

If there had been nothing more in his career than this, he would still be a great man, still worthy of such modified birthday homage as he would permit. He has spoken of himself as "a man up to the chin in the life of his times," and a man who has been that, who has touched contemporary life at every point, and affected it at every point, cannot, even to his posterity, be a negligible figure. The question is whether he will survive only as an influential and characteristic figure, or also as a dramatist whose works have meaning for other times than his own.

This point, too, I believe, has been cleared up by the passing of the years. Certainly his legend, who bought it in an antique shop his career with a senseless and

far from reassuring craze for mere modernism. One of the heroes of his early novels was clearly echoing the views of his creator when he declared that the modern art of photography had superseded the worn-out art of painting. And all his work contains a certain corroding element of topicality. Is it a millionaire murdered by his illegitimate son, then Mr. Shaw must bring the incident, or something like it, on to the stage: do we learn that a famous man of business has been kept relatively poor by the financiers who exploited his talent, Mr. Shaw must have that. He introduces Mr. Bunsby and Lord Mitchener to discuss politics and militarism. In the most mystical and far-reaching of his plays he gives us a very dull hour or so during which things which public characters argue on political questions which had grown stale before the play was produced. And generally he has shown a suspicious attachment to "isms and to the latest in everything."

These are prepossessions which one does not expect in enduring writers. The author who keeps so closely to the immediate affairs of his own time generally forfeits the interest of any other; and, of course, if he choose to do so, that is his own business. But there are other elements in Mr. Shaw to be taken into consideration. In the first place, his command of the material resources of the theatre has that something more than dexterity which is genius.

Plays that "Read."

He has suffered somewhat, because his plays being so readable, many persons believe that they can judge them on reading alone. But there is none of his plays (except, perhaps, "Back to Methuselah") which is not better on the stage than in the study, and there are some ("Heartbreak House" is a conspicuous example) which do not reveal their full meaning except on the stage. This power over material resources in whatever medium is simply the power to create a certain sort of life, and the artist who possesses it is the artist who survives. Sardou, in whatever degree, and whatever Mr. Shaw may have said of him, possessed it; and Sardou survives.

In the second place, the passing years, as they have brought on Mr. Shaw's countenance a finer expression of his spirit, have made more apparent the driving force behind his work. That mild and benevolent look is not deceptive, nor yet the jovian and commanding traits which accompany it. He has a real devotion, though he has somewhat obscured it by giving its object the chilling name of the "Life Force." He has spoken somewhat of "the soft, cruel people and the hard, kind people," and really in this antithesis the whole of his attitude is to be perceived. In his earlier, more destructive period he seemed cruel only to be kind. Then, as now he passionately loved free life, and wanted everybody to enjoy it and he passionately hated the restrictions and delusions that prevented them from doing so. In his later years the love has made itself more apparent than the hatred through which it formerly expressed itself. "Saint Joan," a hymn in praise of the force of life, exhibits an astonishing, a radiant toleration towards the obstacles which beset it.

Unchanged Age.

So much time has made plain—but it is still difficult to realize that Mr. Shaw is seventy, is full of years, and of the most substantial and precious sorts of honours. Age has not altered or tamed him, it has only brought out what was there from the first—or perhaps it is only we who have grown more perceptive. He is not an easy man to whom to render homage even on such an occasion. No remark addressed to him but inspires a repurce, of the sort prudent men do not lightly lay themselves open to. But it is possible to rejoice in the anniversary in a Shavian spirit and to wish the old rascal (one cannot avoid these terms of affection) as many more returns of it as he himself would wish, as many, that is to say, as will still permit him to enjoy life and to praise it in his work. Edward Shanks in the *Evening Standard*.

A silver paten which had been missing 60 years from Rawdon (Yorks) Parish Church has been restored by a South County vicar, who bought it in an antique shop at Rochester.

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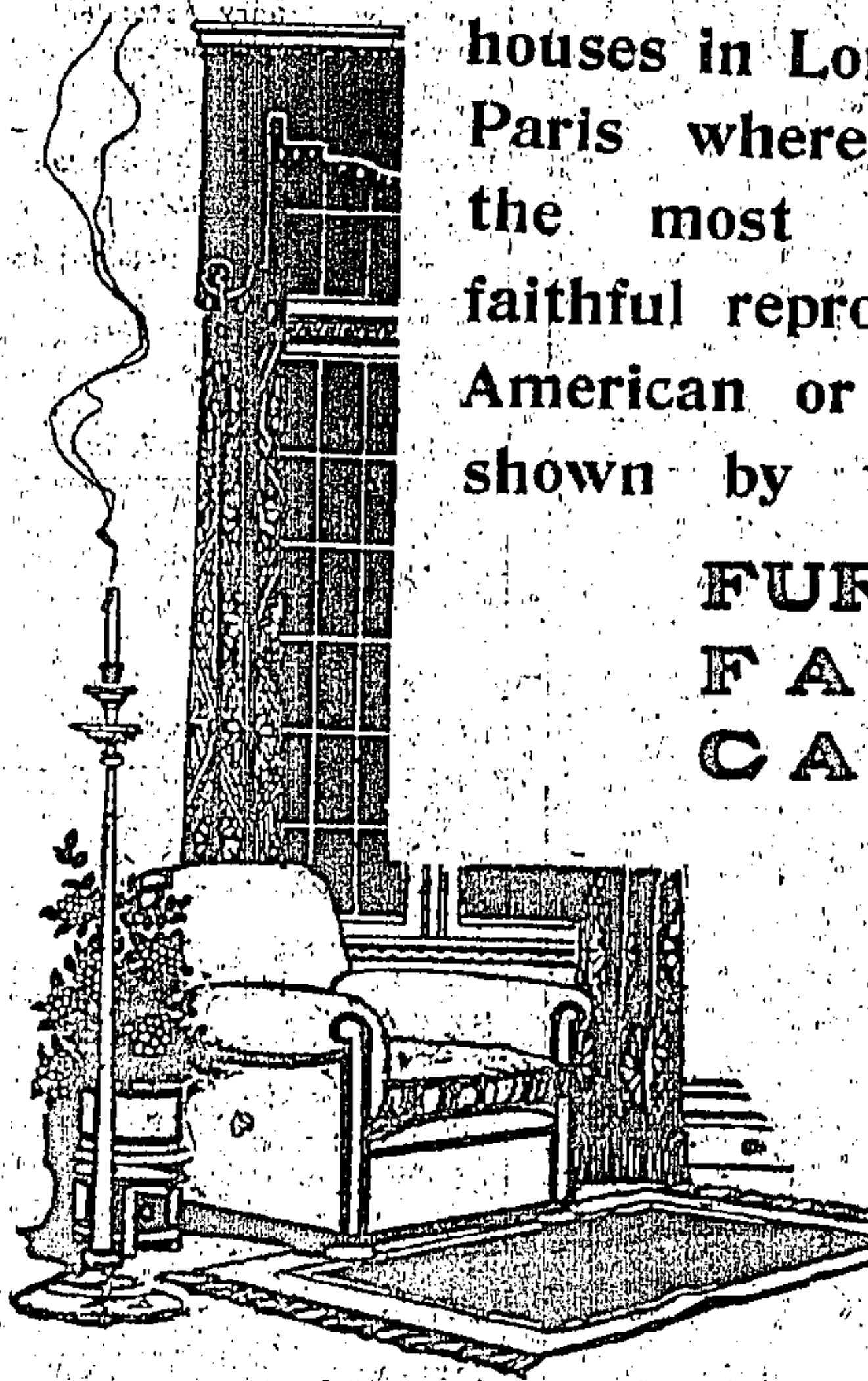
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HEALTHFUL DANCES.

ANTIDOTE TO MONOTONOUS WORK.

The British Medical Association concluded its annual session on July 24th. and a full dress meeting was held in the section of Medical Sociology to discuss the problem of industrial fatigue. The section was open, but so much has been said as to the necessity of preserving the privacy of the section that, though a large hall had been reserved, with a microphone and loud speakers, there was only a spare attendance, which dwindled to less than 30 before the meeting concluded.

Mr. C. J. Bond presided, and urged the importance of securing the co-operation of Medical Officers of Health and of general practitioners in applying the recent advances made in industrial psychology and physiology. It was, he said, essential to see that the worker gained satisfaction from his work, and it was just as important to raise the standard of life in the factory and the workshop as in the home life of the worker.

The industrial problem was essentially an evolutionary one. It was largely a problem of adaptation to the industrial environment. The lack of adaptive response, or of capacity to become adapted to a change of environment in the industrial as in other spheres of life was the one thing which nature did not forgive or forget. The problem of fitting the work to the worker and the worker to his work was one of growing fundamental importance not only to the future of industry in our country, but to the future of industry in the world.

More Rest, More Work.

Miss May Smith, of the Industrial Research Board, quoted the case of one factory where a fancy dress dance had increased the output rather than diminished it, because the girls were so concerned with their dresses that they forgot the monotony.

Major G. Knowles urged the necessity of pooling experience of the physician, the industrialist, and the expert. Raising the issue as to what was monotony, he said "As you sit by the river bank with a rock in hand hour after hour have I the right to tell you it is monotonous? I am a fisherman, and what is my monotony is your interest."

Miss Sæcock, his Majesty's Industrial Inspector, for Leicester, held that it was probably the absence of the creative aspect in work that caused the sensation of monotony.

Evidence was brought forward by other speakers to the effect that in certain cases frequent rest brought about a large increase in output.

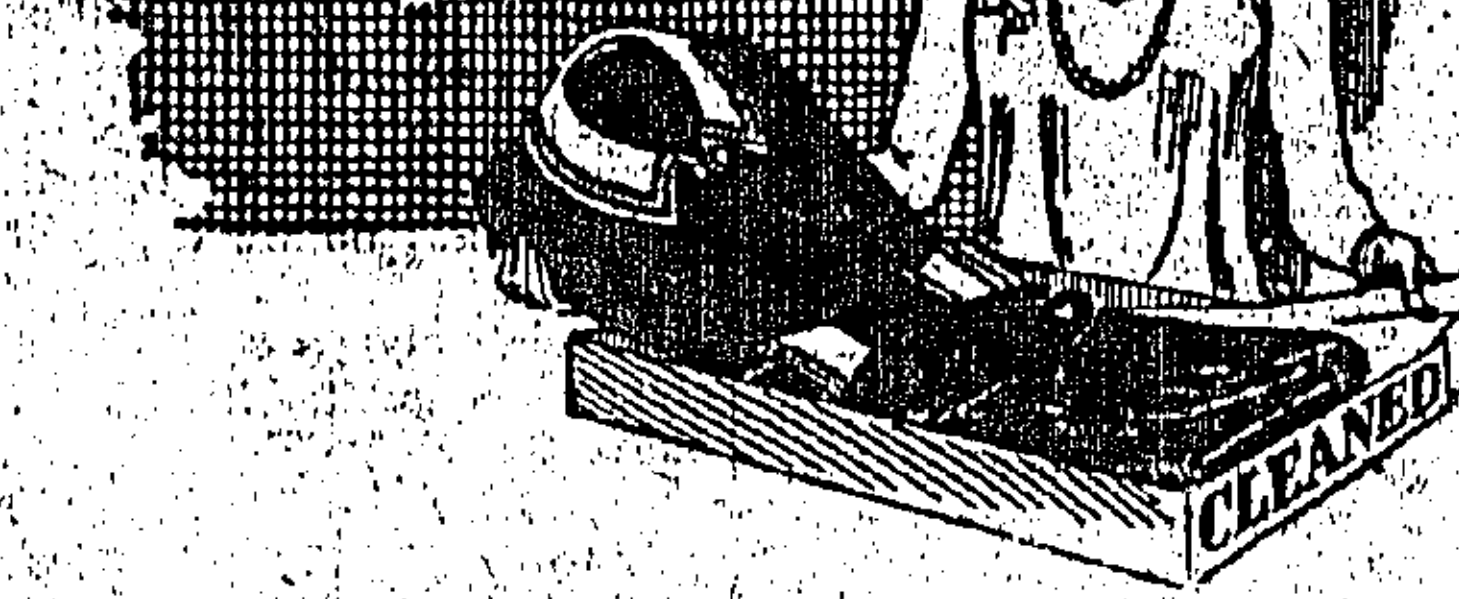
Nine hundred and ninety-nine abominations in the way of drugs are used by Chinese practitioners and surgeons according to the statement made by Dr. P. Keith Hill in an address given before the British Medical Association's Medical Missionary Breakfast.

Little Cancer in China.

Dr. Hill explained that in China they used their mortuaries as little as possible, and were helped by the custom that when a man died in China away from his home the body must not be taken across the threshold. As a consequence, the relatives always removed any patient whose case was hopeless before he died in hospital. In China there was very little cancer, and they very rarely saw a case of appendicitis. Among the 999 drug abominations there was one that might be employed in Western service which had a wonderful effect in the relief of dropsy, but up to the present, although they believed they had got hold of the right plant, the results had been negligible.

"Our whole attitude as a Church towards recreation is wrong," declared the Rev. A. J. Costain, headmaster of Rydal School, Colwyn Bay, at the Wesleyan Methodist Conference at York recently. "We talk about amusements, creeping in," he said, "as if they were the devil on all fours. Recreation is an essential part of life. Ministers need it, and the recreation of many of them is preaching and talking. Some of us have not the physical equipment to make dancing gracefully possible, but there is certainly no harm in dancing." A plea that middle-aged and elderly persons should give to youth a greater share in filling Church offices was made by Dr. J. H. Ritson, last year's president.

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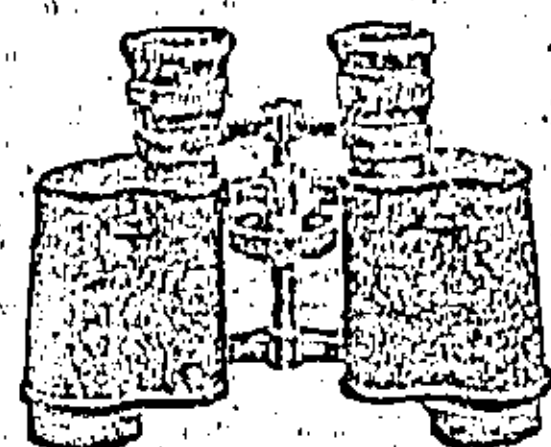
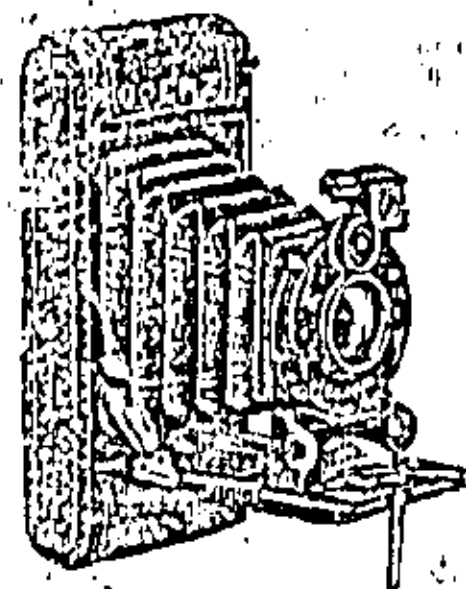
When you're thinking things 'ain't what they was:
—Was a rotten time everyone has,
All the work that one lout has
—No money, no clothes,
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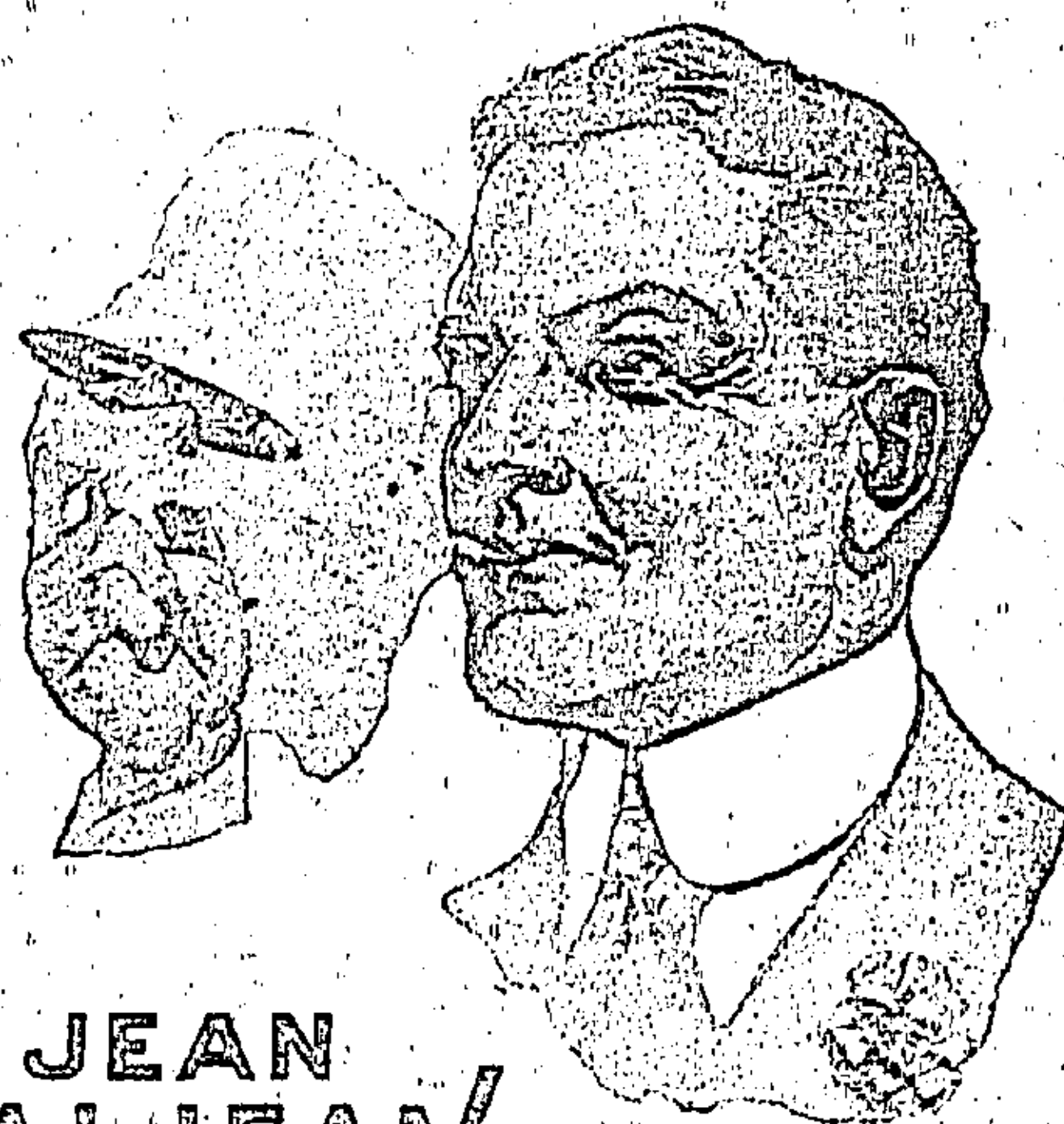


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LATE INSPECTOR DORRINGTON.

AN IMPRESSIVE FUNERAL.

The funeral of the late Inspector C. M. Dorrington took place yesterday afternoon with full military honours. The various ranks lined up outside Queen's Pier awaiting the arrival of the cortege from Kowloon at half past four presented a most impressive scene, and crowds of passers by watched the arrival and departure of the coffin which was placed on a gun carriage draped in a Union Jack with the deceased's helmet, service belt and War medals on top.

A firing party from the East Surrey Regiment, followed by the band playing the Dead March, preceded the cortege which was immediately followed by Inspectors, Sub Inspectors, and Sergeants from the various Police Stations in the Colony.

Mr. C. G. Perdue, (A. S. P.), Acting Chief Detective Insp. Aris, Inspectors W. Spear, J. Ogg, P. Grant, Sub Inspectors Bloor, Stimson, Nicolls, Vincent, Evans and Murphy, were among those who joined the procession at Queen's Pier.

A large number of personal friends and colleagues followed from the Monument. Rev. H. Conley Moyle officiated.

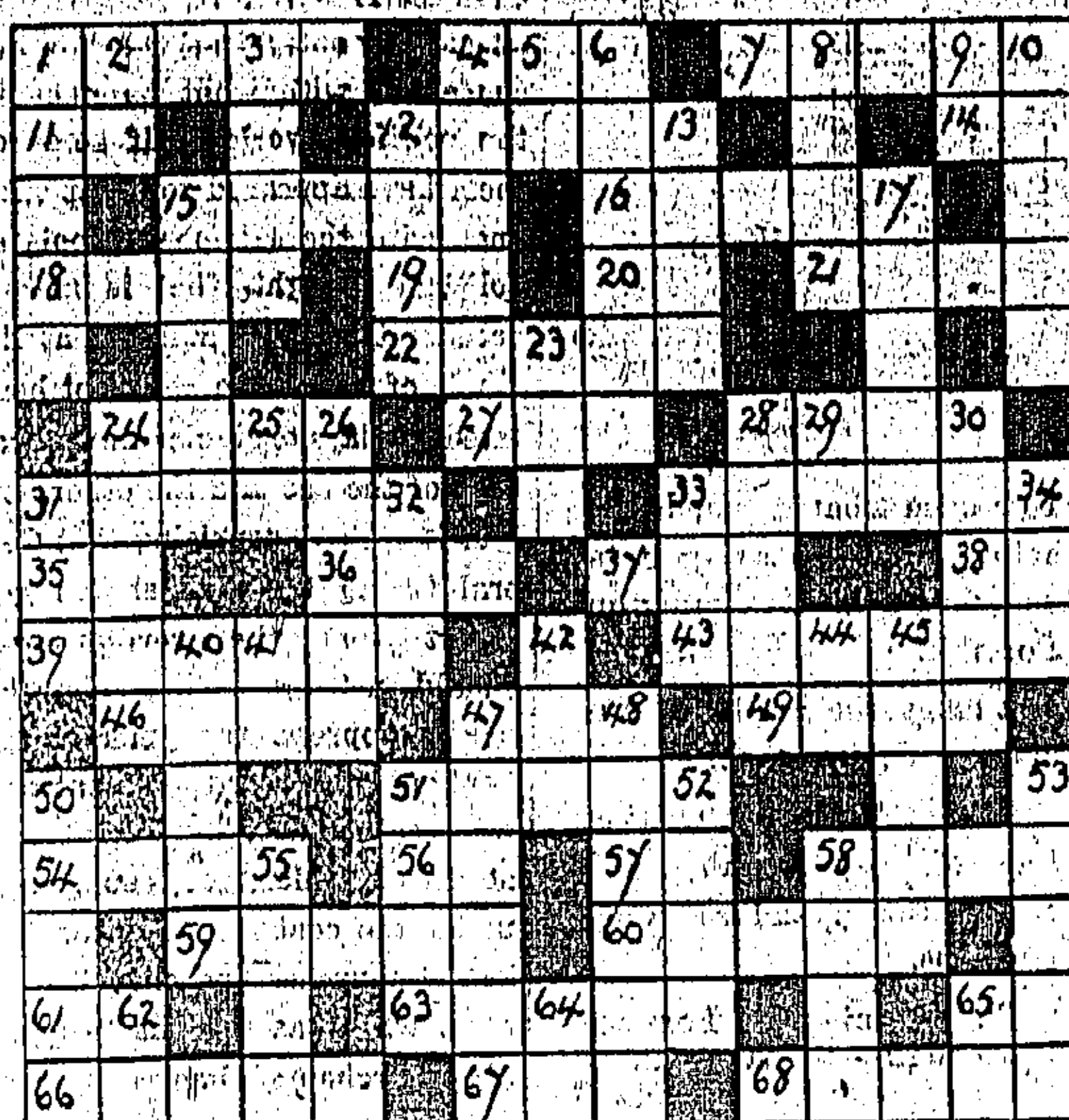
Mrs. Dorrington, who left hospital to attend the obsequies of her husband, was the chief mourner, and she was accompanied by Mrs. Pincoff, Mrs. Bloor and Mrs. Elston. Others present included, the Hon. Mr. E. D. C. Wolfe (Captain Superintendent of Police), Mr. D. Burlingham (Deputy S. P.), Capt. H. F. Bloxham (A. S. P.), Chief Detective Inspector T. Murphy, Inspector Reynolds, Mr. J. L. B. Nihill, Sub Inspector and Mrs. K. W. Andrew, Sub Inspectors J. Clark, A. Clark, Lane, McWalter, Bloor, Watt, Alexander, Messrs. O. G. Alabaster, C. J. Thomson, G. Saunders, A. G. da Rocha, F. Schnepel, Revenue Officer Lunnigan, Messrs. W. E. Hollands (W. M.), S. R. Farlow, R. B. Wood and H. Rose (representing the United Services Lodge), Messrs. C. A. Grimes (W. M.), G. R. Holloway (P. M.), and E. F. Ellis (representing the United Mark Lodge), and many others.

There was a large number of wreaths laid on the grave, those of "your loving wife" and "your loving little Billie" being lowered with the coffin. Others were from Bobbie (nephew), Maude and Ernest, Mr. E. D. C. Wolfe, Messrs. T. H. King, C. G. Perdue, Capt. Bloxham, Chief Detective Inspector T. Murphy, Police Magistrate (Kowloon) and staff, Messrs. Bob Wynne, B. Flaherty, M. J. Flaherty, P. G. Condon, Ah Lan, C. Hatt, P. Grant, S. Logan, M. Murphy, I. Chan, P. Kelle, Ritch and Harrison, Leo d'Almada, C. Greenwood, J. J. Walsh, W. S. Cuff, Chung Kai.

Inspectors Moss, Brennan and Spear, Inspector Hutchins, Inspector Bond and Sergeant Joy, Sergt. Hennoh, Sergt. J. R. McWalter, Sergt. Daly.

Mr. and Mrs. D. Burlingham, Mr. and Mrs. W. G. Gerrard and family, Mr. and Mrs. J. Ogg, Mr. and Mrs. Hopkins, Mr. and Mrs. H. Phillips, Mr. and Mrs. Evans, Inspector and Mrs. W. E. Nelson, Mr. and Mrs. Shannon, Mr. and Mrs. W. E. Hollands, Mr. and Mrs. Langley, Mrs. P. Angus and family, Mr. and Mrs. K. W. Andrew, Mr. and Mrs. MacDonald, Inspector and Mrs. A. R. Clark, Mr. and Mrs. T. Peterson, and Mr. N. MacArthur, Inspector and Mrs. Pincoff, Mr. and Mrs. C. F. Alexander, Mr. and Mrs. Kelly and family, Mr. and Mrs. E. J. Field, Mr. and Mrs. V. Hynes, Mr. and Mrs. J. S. Dick, Mr. and Mrs. A. C. Carey, Inspector and Mrs. A. Reynolds, Inspector and Mrs. McWalter, Mr. and Mrs. Aris and family, Mr. and Mrs. W. F. Stone, Mr. and Mrs. R. R. Wood, Mr. and Mrs. C. Grenville Alabaster, Mr. and Mrs. Geo. Saunders, Mr. and Mrs. A. H. Elston, Mr. and Mrs. Millington and family, Mr. and Mrs. H. R. Kirby, Mr. and Mrs. Vincent, Mr. and Mrs. Goble, Mr. and Mrs. Ellis.

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Across.

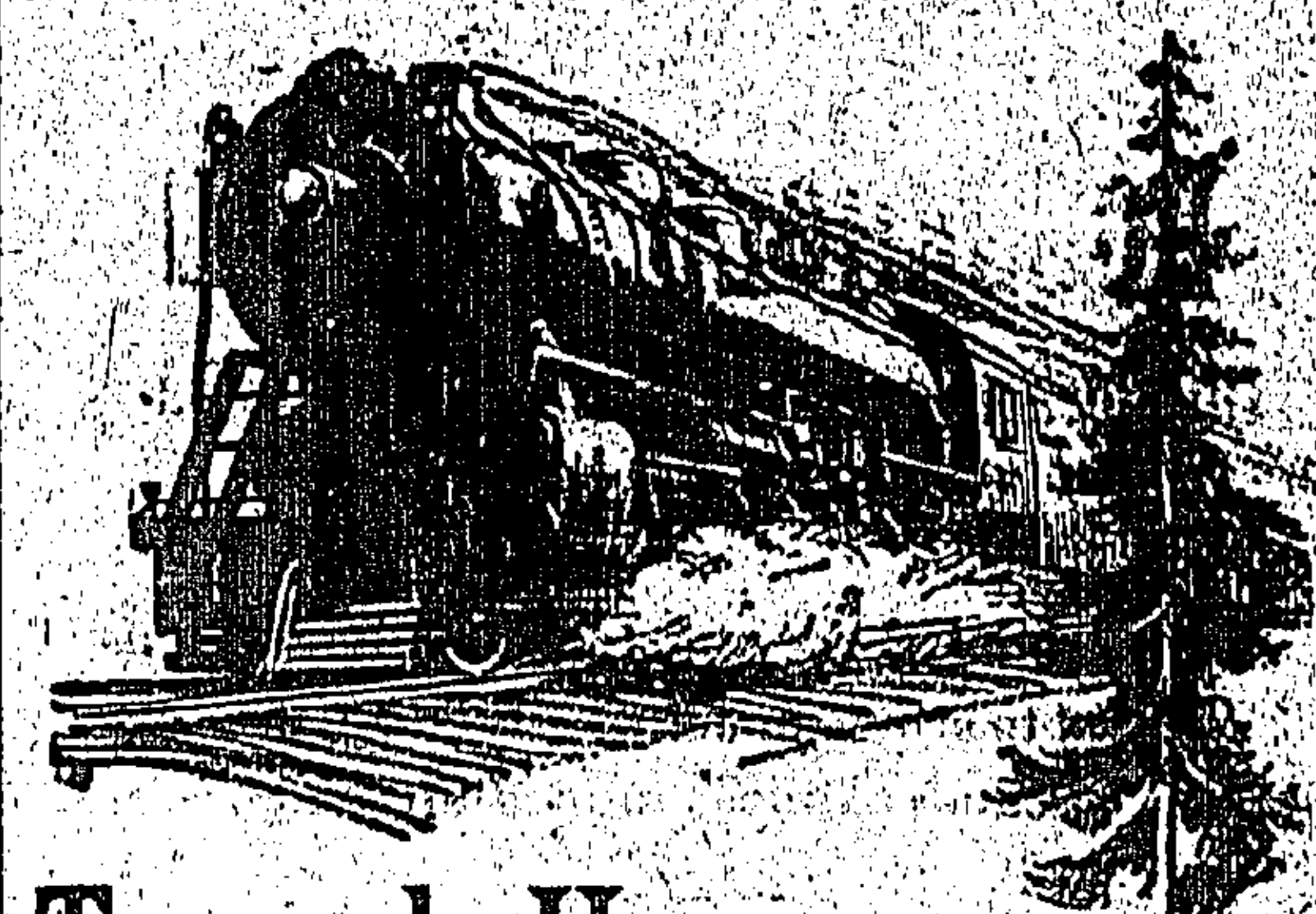
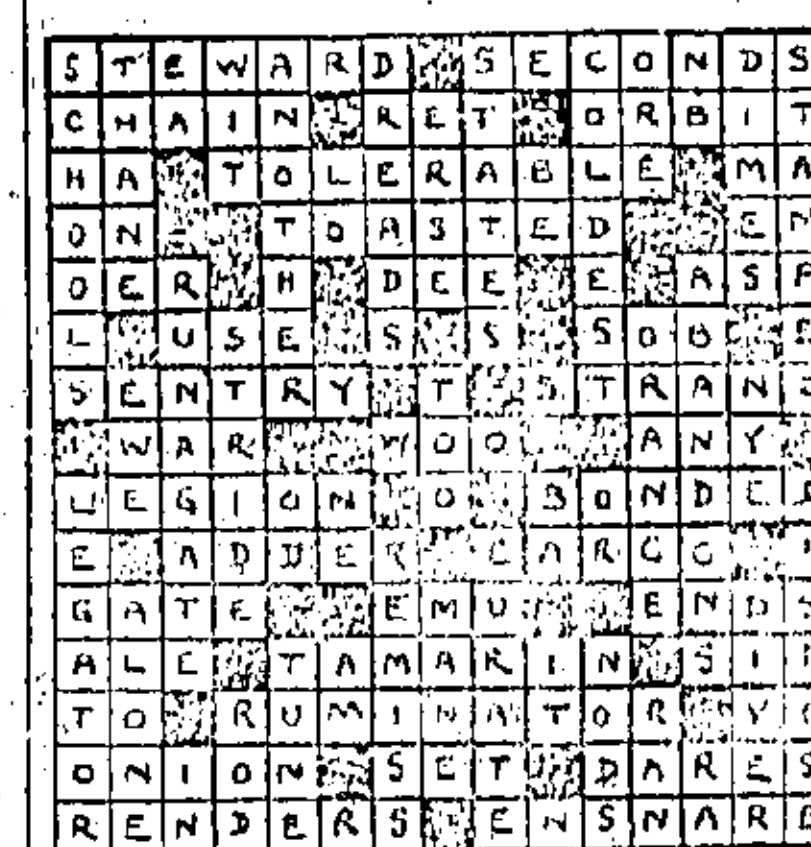
1. Infant
4. Title
7. Plain surfaces
11. Concerning
12. Green spot in a waste
14. Belonging to me
15. Apparent
16. Creature
18. Father
19. Suffix meaning like
20. To have existence
21. Plant
22. Mistake
24. Cense
27. Wrong
28. Used in washing
31. There is (contraction)
33. Subjoin
35. Princess loved by Jupiter
36. Number
37. From
38. Depart
39. Small ball
43. Threefold
45. With
47. Existed
49. Cultivated vetch
51. Small inclosed space
54. State of repose
56. Neuter pronoun
57. Branch of the army
58. Water jug
59. Obliterate
60. Paragraphs
61. Achieve
63. Commerce
67. Part of verb "to be"
68. Come in
69. Feminine pronoun
65. To limit

Down.

1. Summit
2. His Excellency (Abbr.)
3. Location
4. Sylvan deities
5. Part of verb "to be"
6. Narrow strip
8. Breach
9. Morning (Abbr.)
10. Instrument producing loud sounds
12. Shield ornamentation

13. Prophet
16. Talk loftily
17. Degree
23. Make free
24. Coverings for the feet
25. Correlative of either
26. Boy's name
28. Estimate
29. Side of the stage (abbr.)
30. Corner
31. Point
32. Fix
33. Skill
34. Female deer
40. A letting of hands
41. Note of the scale
42. Contest
44. Inlet by the sea
45. Makes into ale
47. Ocean
48. Step
50. Insolent elation
51. Substance of a matter
52. Detest
53. Believe
55. Genuine
56. Give forth
62. Above and touching
63. Exclamation
66. Within

Yesterday's Puzzle.



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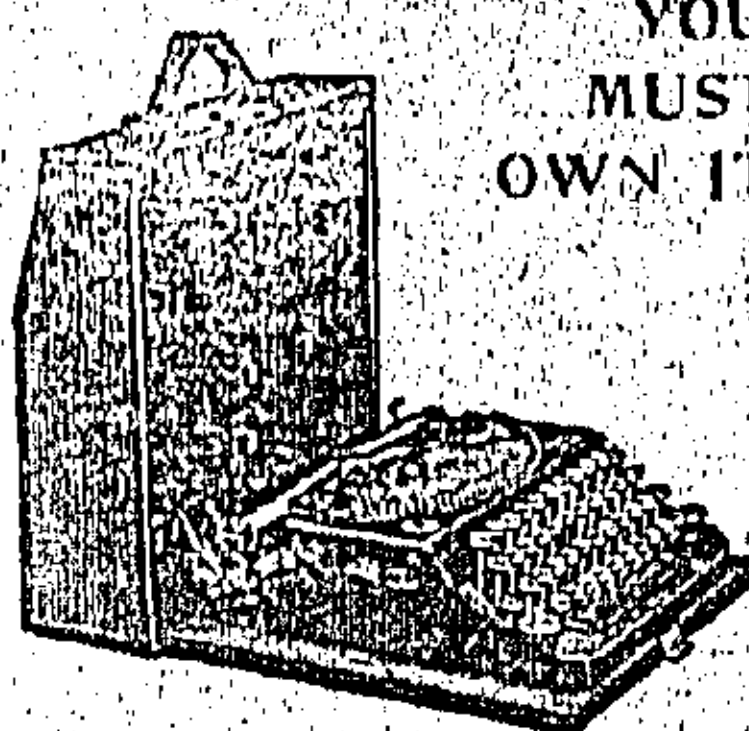
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ACKNOWLEDGEMENT.

Mr. and Mrs. S. A. Lopes tender their sincere thanks to their relatives and friends for the many kind expressions of sympathy in their recent sad bereavement, also for the floral tributes sent and attendance at the funeral.

The Telegraph

SATURDAY, SEPTEMBER 11, 1926

A CURIOUS PROCLAMATION.

General Chang Kai-shek's proclamation assuring protection to foreigners in the regions which come under the control of the Southerners is a somewhat curious document. An attempt is made in it to define precisely who the "Imperialists," of whom Canton is so fond of prating, really are. They are described as "a few representatives of the special privileged class of their own country." That, unfortunately, does not throw much light on the subject, since the majority of the foreigners in China are either merchants solely concerned with business openings or else missionaries carrying on religious, educational or religious work. These are certainly not representatives of any privileged classes. The fact is, of course, that the term "Imperialists" is a mere catchword, coined purely for propaganda purposes, but bearing no relation whatever to foreign influence in China. The "imperialism" about which the extremists talk so much is a bogey and a myth.

Judging by the tenor of General Chang's proclamation there is an evident desire to give the impression to the outside world that the Southern extremists have all along assumed a correct and reasonable attitude towards foreign interests, and that this policy is to be continued. But we all know the facts to be distinctly otherwise. Protection, says General Chang, is to be afforded to missionaries and merchants "who do not hinder our revolutionary movement." It would be as well, incidentally, if that movement were more clearly defined. But, even in the absence of a concrete definition, it can be said that neither merchants nor missionaries desire to interfere in China's political problems. Both are here for specific purposes—the former to carry on their trade in peace, and the latter to further the particular work to which they have been assigned. So long

YOU MUST OWN IT

As there is no interference with business rights or with legitimate missionary enterprise, they are not concerned with what happens in the political world. If some of them have appeared to be at variance with the extreme schools of political thought, that is merely because they have suffered at the hands of those who have not hesitated to place obstacles in the way both of the one and the other.

It is rather surprising that General Chang Kai-shek should now assert that the revolutionists should neither occupy churches nor "suppress the merchants." Looking back over the recent past, we recall almost innumerable instances in which troops supposedly under the control of Canton have seized churches and church buildings, whilst as regards "suppressing merchants" has not the boycott from start to finish had that as its specific aim? If General Chang Kai-shek is speaking in this proclamation on behalf of the Canton Government, it would not be amiss if he were to convert his words into deeds by getting that Government to co-operate with those who are seeking to break down the present boycott. That would be a definite sign that General Chang means what he says. But so long as the Canton authorities permit the slightest continuance of that boycott, so long will they be regarded as approvers of a movement which is in conflict with the Treaty rights of foreigners.

Speed Needed.

We have been asked by a leading resident of Hongkong to draw attention further to the extremely dangerous state of the Des Voeux Road end of Pedder Street and the lax-advisal manner in which the Public Works Department is carrying out the task of effecting repairs. There has been commendable promptitude in mending the broken nullah higher up the street, opposite the present Hongkong Hotel, and the re-making up of the roadway is nearing the completion stage. But we suggest that the work has been hastened on where it was least urgent, and that the corner which is the busiest in the Colony has been repaired but slowly, much to the danger and inconvenience of pedestrians and all traffic. We believe that there has been much work to do by way of raising the height of certain pipes which crossed over the top of the nullah at this spot and that a certain amount of delay was absolutely unavoidable, but there has been no work in progress for some days and no attempt made to fill in the big hole and so do away with what is a menace to the public safety. If anyone wishes to cross from Messrs. Jardine's corner to the old Hongkong Hotel corner on their way, say, to Messrs. Lane, Crawford's, one has to walk in the roadway in direct opposition to the stream of vehicular traffic, risking one's way past tramcars, motors, taxis, rickshas, etc. The Indian constables on traffic duty do not pay any heed to the presence of pedestrians who have to get out of the way as quickly and as best they can. We do think that the particular department of the P.W.D. concerned in keeping this lower end of Pedder Street in its present unusable state ought to recognise the need and desirability for an early improvement and hasten along with whatever work remains to be done.

EXCHANGE RATES.

	Rugby, Sept. 10.
Paris	160 1/2
Brussels	177 1/2
Amsterdam	12 1/2
Berlin	12 1/2
Copenhagen	18 1/2
Vienna	34 1/2
Helsingfors	102 1/2
Oslo	217 1/2
Shanghai	2 1/2
Buenos Aires	46 1/2
Yokohama	111 1/2
New York	25 1/2
Geneva	185 1/2
Milan	18 1/2
Stockholm	22 1/2
Oslo	163 1/2
Prague	31 1/2
Madrid	12 1/2
Rio	16 1/2
Bombay	1 1/2
Hongkong	2 1/2
Silver (spot)	28 1/2
Silver (forward)	28 1/2

—British Wireless.

DAY BY DAY.

WE ARE ALMOST AS VEXED IN LIFE BY LITTLE THINGS AS GRIEVED BY GREAT ONES.—Avebury.

The Empress of Russia leaves Manila at 4 p.m. to-day and is due here on Monday at 11 a.m.

The death occurred at Batu Hospital, Ipoh, on the 1st inst. of Mrs. Sydney D. Scott, wife of an assistant in the Borneo Company.

It is notified that the name of the Far Eastern Shipping Syndicate, Limited, has been struck off the Register.

His Excellency the Governor has accepted the resignation of Second-Lieutenant F. N. Young of his Commission in the Hongkong Volunteer Defence Corps.

Tenders are being invited for the reconstruction of a portion of the ground floor of the old block at the Central Police Station to form new cells and other minor works.

It is notified that, at the expiration of three months, the King Fat Steamship Company, Limited, will unless cause is shown to the contrary, be struck off the register and the company will be dissolved.

It is notified for general information that His Honour the Chief Justice has ordered that the next Criminal Sessions shall be held on Monday, 20th September, at 10 o'clock in the forenoon.

A qualifying examination for appointments of probationer clerks in Government service will be held in Queen's College Hall on Monday and Tuesday, September 20th and 21st, at 9 a.m.

A reception and banquet were given by the Canton Government in honour of its Russian comrades on the evening of the 6th inst. More than thirty Russian comrades attended the banquet. The leading officials of the Government were present.

Tenders are being invited for a new bridge at Tai Po and road diversion to replace the bridge washed away in 1925. The work consists of filling in embankments, forming of approach roads and causeway; together with drainage and any other necessary work.

Observatory returns show that during August the average mean temperature was 82.1, the highest being 92.5 and the lowest 74. There were 216.4 hours of sunshine and 8.01 inches of rain, while the average humidity was 83.

Mr. Bennett, of the Telephone Company, yesterday reported to the police that an unknown person, by breaking the padlock of the godown, at Queen's Road Central, secured entry and stole several pieces of cable, the value of which is \$186.

Two land sales are to take place at the P.W.D. offices on the 27th instant. The first will be New Kowloon Inland Lot 1092, Kowloon City, the area being 1,033 square feet and the upset price \$1,650. The second will be Inland Lot 2614, North Point, having an area of 22,500 square feet, the upset price being a dollar a foot.

Two foks, one a servant of the Gas Company, and the other employed by the Fook Kee Godown Company, appeared before Major C. Willson, at the Central Magistracy this morning, on the respective charges of stealing and of receiving a quantity of tar, the property of the Gas Company. They were remanded.

The sanitary coolie who appeared on remand before Mr. J. H. B. Nihil at the Kowloon Magistracy yesterday on a charge of manslaughter was committed for trial at the Criminal Sessions. The defendant is alleged to have had a quarrel with a hawk during the course of his duties and, using a broom, prodded the victim in the stomach, the hawk dying from the injury, half an hour later.

FRENCH ECONOMY.

NEW MEASURE RATIFIED.

Paris, Sept. 10. The Council of Ministers has ratified the measure of economy, including a reduction in the naval programme and reductions in the army.—Reuter.

MIXED GRILL A Merry Miscellany Ashley Sterne

If within the next few weeks, my brothers, you observe your women-folk going about with haggard mien, red eyelids, drooping ears, and other tokens of acute distress, don't worry. They won't have been pawning the children to liquidate their bridge debts; they won't have been giving way to the secret drinking of turpentine, copying ink, or other insidious fluid; they will merely be enduring a spell of severe mental anguish pending the decision of whether or not Russian boots are to be fashionable next winter. At the moment this vital question is an open one. There are those who are all for their retention—mostly women, with legs like pillar-boxes and ankles like balloons. Contrariwise, there are those who would have them abolished by law, seeing in the introduction of them into our midst subtle Red Russian propaganda—the thin end of the wedge which, sooner or later, will reveal the cloven hoof beneath the velvet glove. I am no alarmist, but in the circumstances I think the wisest plan would be for ladies generally to adopt the plan of wearing one Russian boot and one ordinary shoe, and then everybody will know how they stand.



In wet, sloshy or snowy weather, against which the Russian boot was so simple a protection, ladies could always hop on the Russian-booted leg.

Have you heard the new version of the Babes-in-the-Wood, and how the Wicked Uncle sought to compass their destruction? To cut a long story short, he sent them for a journey on a French railway, and... well, what more need be said?

A Genevan scientist claims to have discovered a system by which disease, emotion, and habit may be diagnosed by examining the subject's hair. I can only suppose that there is more behind this bare statement than one would suppose, for I myself have long been able to diagnose these things from hair without any system at all; just by means of sheer horse-sense. Let me explain:—

Discard. When I see a head with only three hairs on it I immediately diagnose baldness in an advanced stage.

Emotion. When I see a head with patches of hair here and there with raw wounds between, I at once deduce that species of emotion which is caused by receiving a few, plain words from a bellicose spouse.

Habit. When I observe hair streaked with ink I recognise at once that here is a brother-in-law who, like me, has contracted the habit of using his tresses as a pen-wiper.

"August 12th. Grouse shooting begins," says my calendar. Does it? My own experiences rather go to show that the calendar would be more true to life if it announced "grouse missing begins."

CHEMICAL ACHIEVEMENTS.

THREE HUNDRED YEARS OF EPSOM SALTS.

The history of British chemical achievements was reviewed by Mr. D. L. Howard, F.C.S., the president of the British Pharmaceutical Society, at the annual conference at Leicester. He traced the discovery of Epsom salts back to about 1620, the production of magnesium salts at Shooters' Hill, Kent to 1700, and also from sea water at Portsmouth, Lynton, and the South Coast places, until cheaper patent processes superseded them early in the nineteenth century.

Alum-Bay in the Isle of Wight owed its name to the use made of part of its natural soil. The development of the manufacture of alum proceeded in many other

Doctors say that yawning is a healthy exercise; in which case there seems nothing for it but to commandeer the office harp once again and duly chant upon this engrossing theme.

To keep myself in health, I find, by process arithmetical, I spent last year a fortune small on exercise syntactical.

I paid some fifty guineas for a course of baths electrical. To help reduce the grossness of a figure unsymmetrical.

It cost me twice as much again for exercise equestrian.



Not counting compensation paid to many a hurt pedestrian.

I paid away a sum so vast 'Twould make a Scotsman shiverish, in having daily massage to Abate my symptoms liverish.

But henceforth when my health requires Some effort anatomical, I'll simply go to church, and yawn—It's far more economical!

Mr. Gibson Young's suggestion that we should all go about our daily labours with a song upon our lips is one that strongly appeals to me. Nowadays we are all too prone to go about with a curse or a grumble. For instance, when I trickle into the office two hours late as usual, how nice it would be if the chief, instead of greeting me with his customary brutal "confound you, Sterne! late again," warbled a line or two of "No rose in all the world until you came." Then, instead of heatedly retorting that not being an editor I couldn't afford to keep a car, and had to depend for transport upon a scandalously inadequate and unreliable bus-service, I should melodiously explain away my tardiness with a few bars of "Where my caravan has rested."

I see that a Melbourne hospital has benefitted by some 26,000 as the result of an Ugly Men's Competition; and now that a start has been made along novel lines I am hopeful that competitions may be organised in other forms of frightfulness. It's all very well from the artistic standpoint to start competitions for the best "this" and the most beautiful "that," but from the point of view of raking in the dubs it is bad business, because there are so few people really qualified to compete. On the other hand, competitions for the worst "this" and the most commonplace "that" should secure millions of entrants. For example, a Baby Show; the prize to be awarded to the baby whose face most closely resembles a snot-pudding. Practically every baby I know would stand a chance of winning. The one exception is a baby whose face is the facsimile of a bladder of lard. But when the canvassers go round collecting entries, will the mothers share this opinion? Shall I, for one, be greeted with a warm clasp of the hand, or will they unanimously rush upon me with hot-pins, and demand, like the father of Lord Ullin's daughter, that my blood shall stain the "heather"? You know what these idiotic maternal prejudices are!

parts of the country till, in 1869, the annual production in the United Kingdom was 8,000 tons.

In the early days of the last century, too, 20,000 tons of soda were produced from seaweed (kelp) in Scotland, and at that date realised about £20 per ton. Iodine had been extracted from kelp from 1814 in Glasgow, and in the Hebrides later, but was not now able to be profitably worked, owing to the cheapness of substitutes.

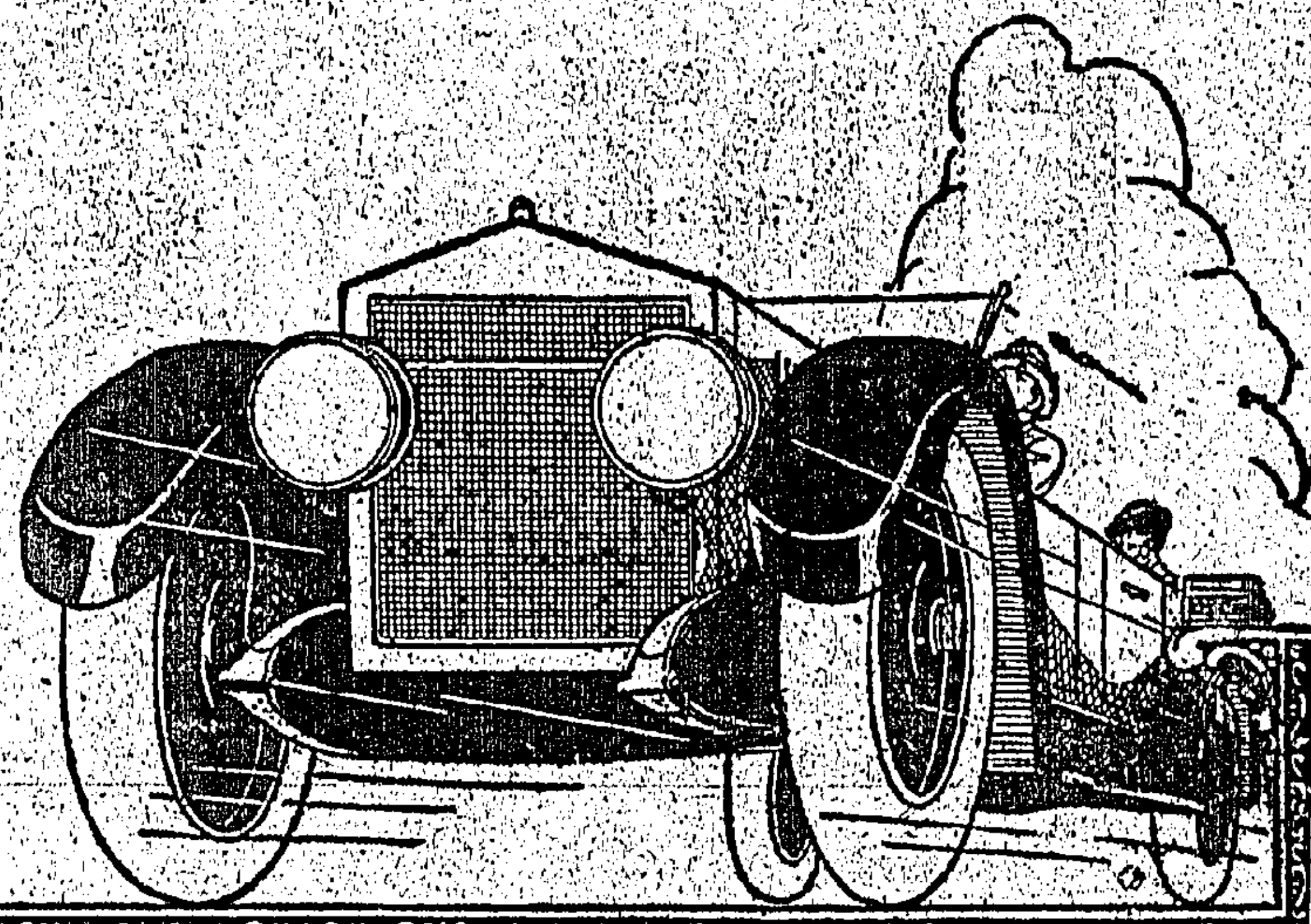
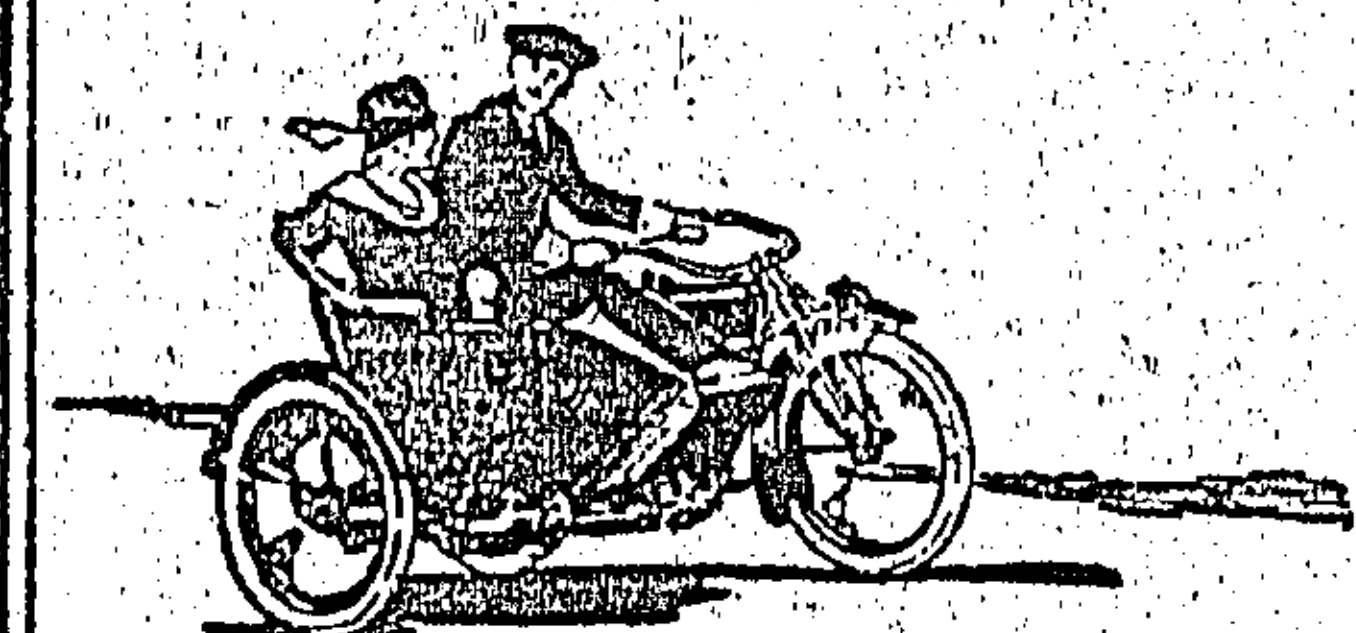
Tartaric acid, citric acid, and similar products had been manufactured here for over a hundred years. Chloroform and others were British productions. The British alkaline industry was, and had been for more than a century one of very considerable importance. The facts relating to the great chemical history of British achievements in the past had, he said, been difficult to trace, owing to our national falling, we did not advertise.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH

SATURDAY, 11th SEPTEMBER, 1926.

(Being the Official Organ of the Hongkong Automobile Association.)



CURRENT COMMENT

Ladies First?

It would seem that all motorists are not acquainted with road etiquette, although it is incomprehensible that a lady can be guilty of a breach. However, a little bird whispered to us during the week that an instance had occurred on the short motor road from Repulse Bay, just at the beginning where a landslide has necessitated the width of the road being reduced so that only one car can pass, of an innocent lapse on the part of a lady driver. It appears that a motorist was driving towards Hongkong, and from the opposite direction came a car towards Repulse Bay. As it happened, there was ample time for the Hongkong bound vehicle to pass the narrow portion, the other car only having to slightly slow up as safety dictated. It should be mentioned that proceeding to Hongkong at that point the road ascends slightly, so that the inward car has right of way. Apparently the lady driver was unaware of this, and thinking that she had been shown discourtesy, she decided that the action of the unforgiving driver should not pass unnoticed. When the other car was level with hers, a sweet, though slightly annoyed voice was overheard to remark "How unfair of you!" The unfortunate part of the whole thing was that the "unfair" gentleman had a generous complement of the fair sex aboard his car, and they, too, heard the admonition, possibly thinking it deserved. Of course we do not suggest for one moment that lady drivers are discourteous; on the contrary, those we have met are particularly charming. The only point is that all drivers should make themselves fully acquainted with the rule of the road, and as all drivers are not confined to the sterner sex, the lady motorist in question does appear to have erred in sweet ignorance. The point should always be remembered that when a car is approaching on an up gradient, it should be given right of way because stopping and starting up again when on a hill is not always the easiest of driving problems.

Star Ferry Pilfering.

More than once recently attention has been called to pilfering and interference with motor cycles and cars parked at the Star Ferry on the Kowloon side. Such offences were, but lately the same kind of thing has started again in spite of the policeman stationed there. Recently an electric torch was wrenched from a sidecar, and a motorist discovered an attempt had been made to "lift" his horn, and failing in that the would be thief turned his attention to the car-side lamp. This was found to be quite loose, and had been forced down on to the fork springs. Not long ago a policeman was relieved of his carburettor top, and the other day a horn was stolen from a car, and a roll of tools taken from another machine. The policeman appears to spend most of his time at the entrance to the ferry, but if he were to patrol the machines at intervals no doubt such practices would cease. The traffic there is not sufficient to necessitate him remaining in the one vicinity.

New Members.

Since the last list was published, the following have joined the Hongkong Automobile Association—

Mrs. Maitland
S. P. Wong, Esq.
Chas. R. C. Ham,
Dr. A. Bernardo de Sousa

Public Motor Vehicles.

The following interesting list shows the number of public motor vehicles examined by the Police since July 1st:—

Taxi Cabs and Cars	179
Buses	101
Lorries	185

All these vehicles have actually been driven by members of the Traffic Department, special attention being paid to brakes, steering and wheel bearings. It is quite a common occurrence to find that the brakes are unevenly adjusted or the linings worn, and in all such cases, the vehicle is not relicenced until the defaults have been made good. It has probably been noticed that all public motor vehicles have been fitted with an extra powerful rear light to illuminate the number plate which is usually fitted to the rear right side mudguard. These new lights are of 21cp. On the left rear mudguard a plate is fitted with the words indicating how many passengers may be carried.

Strict Examination.

It will be seen from the above the examination of public motor vehicles is very strict, and drivers must pass an exacting examination before they are granted licences. This is all to the good, and those responsible are to be congratulated upon the thoroughness with which our Traffic Department studies the interest of the public.

Traffic Control.

It was recently suggested in these notes that motorists should give hand signals by night to traffic constables operating the signal lamps. Further investigations show that this practice is not necessary, excepting perhaps, at the junction of Queen's Road Central and Garden Road. The traffic lights in Hongkong work in such a way that only one road can be open to traffic as indicated by the green signal.

Garden Road.

The particular place which we mentioned previously was Garden Road just below the Tram Station, where confusion might occur owing to the powerful tram signals. The traffic lights at this point are one green and two red for traffic travelling in any direction, and the constable on duty cannot make the mistake of giving two greens and one red. There is a separate switch for upward traffic, downward traffic, and for traffic coming into Garden Road from Lower Albert Road. It therefore follows that which ever switch is worked, the lights must show one green and two reds (one "Go" and two "Stop" signals). Our comment regarding the confusion likely to occur owing to the greater power of the tram lights has received attention, and we understand that the matter is under consideration and some improvement may possibly be made in the future.

Motor Cycle Lighting.

Progress has been made in leaps and bounds with regard to the lighting of vehicles, and the age of universal electric lighting is with us, as a cursory glance at the new machines show. Of course cars have been fitted with electric lighting for a long time now, but it is only comparatively

WINNERS IN 287-MILE RACE.



A bouquet for Delage 11, after finishing first at Brooklands in the Grand Prix. With the winning car are the two drivers, M. Louis Wagner (right) and M. R. Senchal, who were responsible for the success. The race which was over a course of 287 miles, complete with hairpin bends, was full of thrills.

MY MOTOR.

Who takes me daily into town,
But doesn't try to do me down,
Nor stick me for a silken gown.

My Motor.

Who doesn't need a feather bed,
Nor carpets rich on which to tread,
But rests contented in her shed.

My Motor.

Who doesn't ask for pounds or pence,
Nor caress gifts, nor affluence,
But treatment fair and common sense.

My Motor.

Who doesn't wish to be admired,
She's ready when she is required,
And does her best although she's tired.

My Motor.

Who, when my head is racked with pain
Will take me out in sun or rain,
To soothe the turmoil in my brain.

My Motor.

Although she cannot comprehend,
I treat her as my dearest friend,
And in her praise these lines are penned.

My Motor.

the "Gordon England Semi-Sports Model." The seats are fitted with pneumatic upholstery and there is provided at the rear of the body a large locker for luggage and spare wheel. It is a particularly attractive little two-seater, and Messrs. Alex. Ross & Co., Ltd., will be pleased to demonstrate its ability to those interested.

Common Practice.

During the week a case came up in the Police Court concerning the unauthorised use of a car by the chauffeur in the absence of his master. This practice is known to be quite common in the Colony, and stern measures should be taken whenever a case is detected. The offender in the case under review was fined \$15.00 which, does not seem sufficiently stiff to prove a deterrent. Assuming that a driver was in the habit of frequently taking his friends out in his master's car, the sum mentioned above would merely represent a very low charge if shared by them, and we imagine that a smile would greet the payment of so small a sum for the pleasure of motoring.

HEADGEAR FOR MOTORING.

POPULARITY OF THE FRENCH BERET.

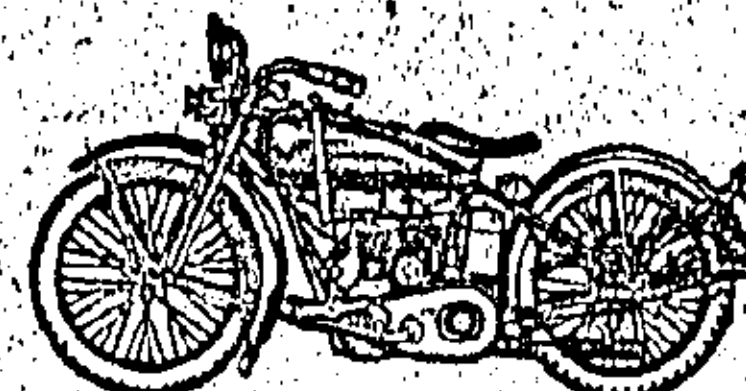
The usefulness of the Beret as headgear for driving is being recognized to such an extent that it is now almost as popular in England as it is in France. It needs no excuse therefore to probe the matter a little deeper.

The Beret was not the discovery, invention or peculiar asset of that redoubtable traveller in petrol pumps and player of lawn tennis, Borotra, as the daily Press believes. It has been used for many, many years, by the French sporting driver, and first began to appear at Brooklands just after the war. The first Boulogne meeting, which was attended by many British drivers, marked the commencement of its general popularity in England.

Actually the French peasant, if one may call anyone a peasant, began it, having found a cap so made was the simplest, most practical and cheapest form. The whole point of the Basque Beret is that it is one piece of cloth and one only, not several stitched together, as are some of the imitations. It fits tight to the head and can be put on anyhow—there is neither front nor back. Once on, the strongest gale cannot dislodge it.

Strictly speaking, to wear badges or insignia on a Beret is incorrect, because then it can be put on in a right or a wrong way; moreover, your true Beret is surmounted by a single little cloth tassel—it has no tassels, and a pom-pom is anathema. Pom-poms belong to the Scottish bonnet, which is quite another fish. Further, the little leather band of the Beret is worn invisibly inside, not outside for all to see.

Besides the skull-cap-like Basque Beret, another type, worn by the Chasseurs Alpins, is a great flowing artistic thing worn drooping over one eye, and is much used in musical comedy to indicate temperament in the male. This the Royal Tank Corps now wears with a silver badge at one side, very natty, but it was unkind of "Punch" when making



THE GASCON MOTOR CO.,

2, Kwong Wah Road (Opposite The Steam Laundry)
Telephone K.1242.

We take pleasure in announcing that we are expecting our first shipment of 1927 Harley-Davidson Motor Cycles—Sols—Combinations, and the famous "Singles," side-by-side valves as well as overhead valve motors.

They will arrive just at the best riding time of the year. Book your order early and be the first to have a 1927 model on the road.

Big assortment of genuine H.D. spare parts and accessories in stock.

Repairs on all makes of motor cycles.



Mobiloil

Make the chart your guide

Now, more than ever before, motorists are demanding to know what they get for what they pay. In the manufacture of Gargoyle Mobiloil the highest grades of the most expensive crude oil are imperative. With us, Quality and Service are of first importance. We do not make Mobiloil to meet a price—we make Gargoyle Mobiloil to meet the requirements of the modern motorcar engine, and cost is of secondary consideration; hence the few cents difference between the selling price of Gargoyle Mobiloil and the selling price of other brands of lubricating oil recommended for motorcar engine lubrication.

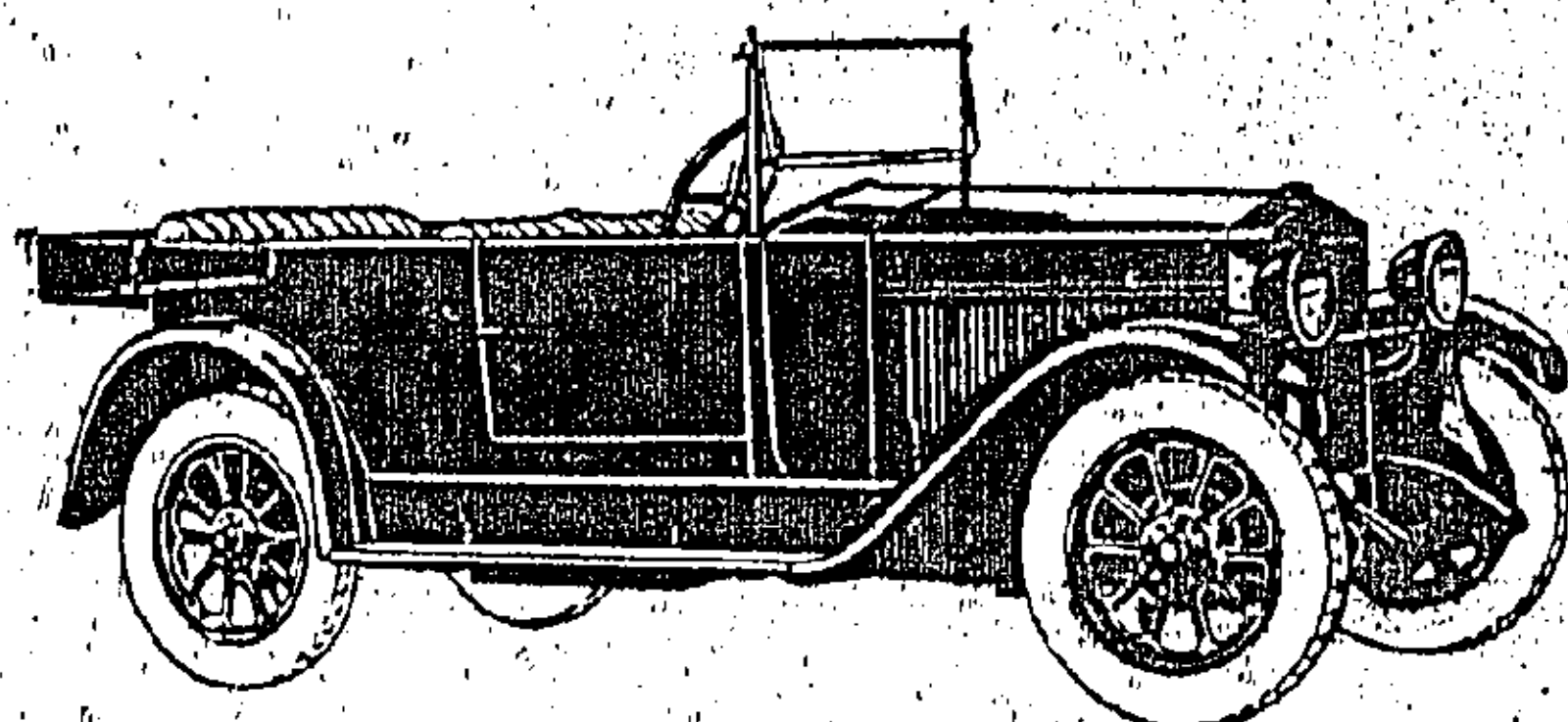
Just drain the crankcase while the engine is hot and fill it with the Correct Grade of Gargoyle Mobiloil. See for yourself what there is in Scientifically Correct Lubrication.

VACUUM OIL CO.

an allusion to this cap, to remember the onion pedlar. Then the Italian has another kind, not as free as the Alpine nor as tight as the Basque, but with a much thicker and longer cloth tail at the top. On the whole the Beret is an ideal affair for motoring, even if it is the delight of rude little boys.

The executive committee of the Peckham Conservative Association has decided to recommend Major Guy Paget as prospective Conservative candidate for the Peckham Division of Camberwell at the next election.

FIAT



Have you seen the little "FIAT" yet, with a metal frame body, 4 wheel brakes, Balloon tyres, and low gasoline consumption. — the car with a name behind it?

A trim little motor, noiseless, smooth, will take you up any hill—no overheating—reliable!

Spare parts stocked and every attention given by our service station, the Duro Motor Company.

Ask them for a trial spin, no obligations.

FIAT 509

Fiat Model 507 4 seater Torpedo	...	\$1900
2 " " " "	...	\$1763
4 " " " do Luxe	...	\$2050
2 " " " " "	...	\$1800

1st shipment sold out
2nd " arriving shortly

Agents for—HONGKONG & CANTON

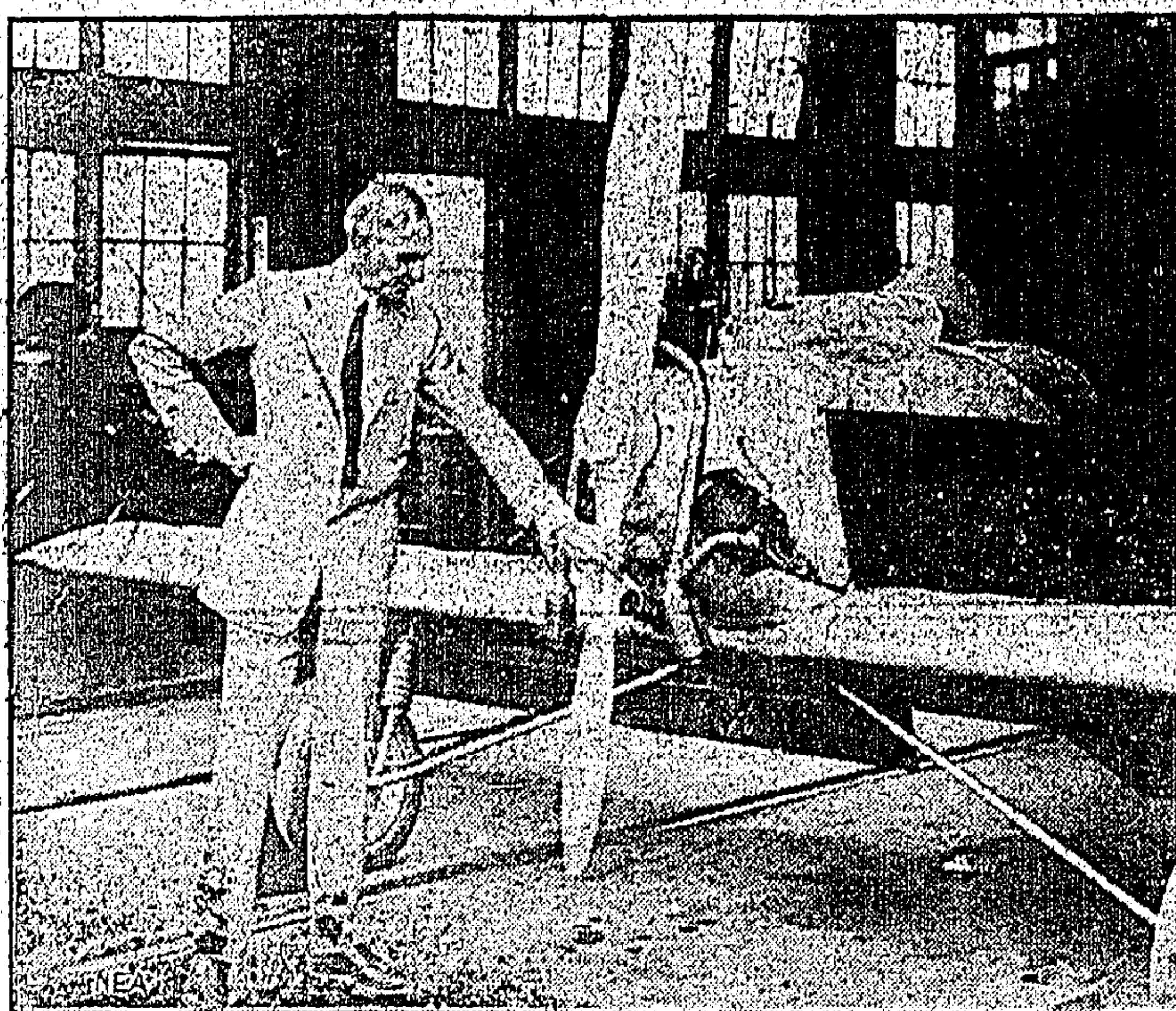
SOCIETA ITALIANA IMP. ESO. ESTREMO ORIENTE, LTD.
MANAGERS:—A GOEKE & CO.

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Tel. C. 2221

HENRY FORD'S "AIR FLIVVERS".



This shows Mr. Henry Ford displaying an experimental model of the new "air flivver" that Otto Kaplan, a young Detroit inventor, has developed in Mr. Ford's private machine shop. Mr. Ford believes that there is a big market for planes of this type, and it is hinted that his factory may turn them out in quantities. The plane measures only 18 feet from wing tip to wing tip, is 12 feet long, weighs only 320 pounds and can develop a 100-mile speed with a three cylinder engine.

BRITISH CARS FOR EXPORT.

If definite proof were needed that the English Light Car is becoming more and more popular Overseas, it would be afforded by the announcement of Rootes, Ltd., the exporters of Clynco Cars that, with three months of the 1926 selling season to run, shipments amounting to five times as many cars as were shipped in the 1925 selling season have been made.

This is tangible proof of the popularity of this deservedly popular English light car.

SPANISH MOTOR INDUSTRY.

CUSTOMS AND TAXATION EXEMPTION.

Madrid.—The results of the Congress held recently for the purpose of considering means for the "nationalization" of the motor industry in Spain are noteworthy. The conclusion arrived at is that with the means at present at the disposal of Spanish industry it is possible to manufacture all the different classes of steel, but it is necessary to ensure better classification and homogeneity of qualities.

Tin and aluminium bars cannot yet be supplied, but a factory is in course of construction. Alloys of copper and aluminium are obtainable. Ball bearings are not manufactured. It is proposed to allow them to enter duty free or that the State should undertake their manufacture. The plantation of rubber on Fernando Po and the Gulf of Guinea colonies is to be encouraged.

In short, the Congress showed that it would be possible to promote motor manufacture on a large scale in Spain. Most of the necessary elements exist, but at present individual effort is being wasted and there is great lack of coordination. Moreover, the various factories are not in a position to guarantee quality and standard.

The Congress recommended to the Government that the following factories should be considered as national: (1) all those at present existing and producing; (2) all those existing but closed down for want of work; (3) such foreign concerns as may become naturalized in Spain and shall there manufacture all the different articles they may require. All State, county council, municipal, and aviation contracts would be allotted to these firms.

It was also submitted that the following protective measures should be enforced for a period of five years: Exemption from Customs duties of machinery for the manufacture of motor coachwork or aeroplanes, of raw materials not produced in Spain, and of accessories until such time as they are manufactured in Spain. No taxation would be levied on the constitution of companies or on the increase of capital of existing companies.

It seems probable that the Government will act on these suggestions very soon, because the greatest interest is shown by the Marquis de Estella in assisting the development of the motor industry. It seems probable also that several foreign manufacturers will avail themselves of the opportunity of "nationalization." Mr. Morris of the British firm of that name was present at the Congress and had interviews with Marquis de Estella and the King.

VALUE OF A SLOGAN.

An interesting example of the way in which a slogan can, when true, be more firmly fixed in the mind of the buying public than the name of the product, or its sponsors, is demonstrated by the fact that the authorised Morris dealer in Tientsin recently took delivery of a letter from a Chinese gentleman living at Chin Way Tao which was merely addressed. "The Finest Motoring Value in the World," Bromley Road, Tientsin.

A New Light Weight Overland The "Whippet"

We have pleasure in announcing that the Willys Overland Co. is now in production on an entirely new type of small, light car, FAST, POWERFUL, ECONOMICAL TO RUN, LONG LIVED.

Very aptly has this addition to their already fine line of models been named the "Whippet," it has more speed than the greyhound with all the tenacity of the terrier.

- Absolutely new design.
- Speed, over 55 miles per hour.
- Acceleration, 5 to 80 miles in 13 seconds.
- 28 or more miles to the American gallon.
- 250 miles to quart of oil.
- 20,000 miles to a set of tyres.
- Four wheel mechanical brakes.
- Irreversible Steering.
- 56 inch tread.
- Conventional springs.
- 29 x 4.40 Cord Balloon tires.
- Engine developing 31 horsepower.
- Remarkable acceleration.
- Low hung body of very pleasing lines.
- Finished in Blue lacquer.
- Ample room for passengers.
- Plenty of clearance for rough roads.

This car is produced after exhaustive experiments with European light cars, it combines the best practice of Europe and of the United States. It has the specifications of a large expensive car with reduced measurements. It creates a new standard of value. You want the latest improvements and can't afford to buy a new car until you know all about what Willys Overland has designed.

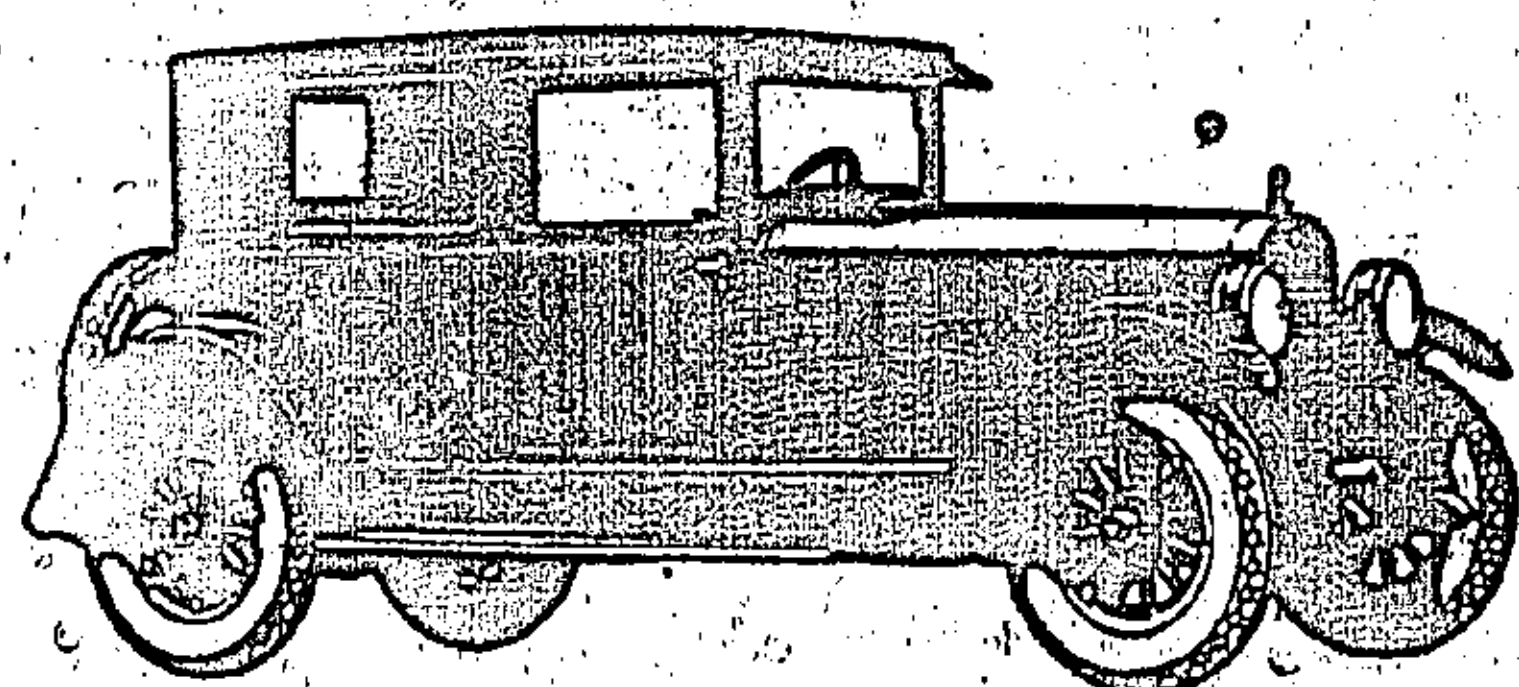
THE FIRST TWO OF THESE CARS WILL ARRIVE SHORTLY

Full Particulars from:—

THE UNIVERSAL AUTO SUPPLY CO.
61, Des Voeux Road Central.

HUDSON-ESSEX

With the Patented and Exclusive Super-Six Advantages



World's Greatest Value and Largest Selling "Sixes"

Their overwhelming public acceptance confirms by actual sales supremacy the outstanding leadership of Hudson-Essex values.

Quality has made them for years the largest selling "Sixes". Hudson advantages in price, performance and quality are everywhere acknowledged. And Essex shares Hudson advantages. In quality, materials and workmanship they are the same.

What cars at any comparable price can give you so much in Performance, Comfort and Handling Ease—in good looks and pride of ownership?

These cars may be purchased for a low first payment and convenient terms on balance.

Prices in Hongkong Currency delivered at your door in Hongkong or Kowloon.

Special Essex Touring	...	\$1,995
Special Essex Coach	...	\$2,145
Special Hudson Touring	...	\$2,995
Special Hudson Coach	...	\$3,195
Special Hudson Brougham	...	\$3,595
Special Hudson Sedan	...	\$3,995

THE DRAGON MOTOR CAR CO.,
LIMITED
33 WONG NEI CHUNG ROAD, HAPPY VALLEY

PACKARD

You need not be a millionaire to own a Packard limousine.

The fact that Packards predominate in the homes of millionaires simply means that money cannot buy a better car.

Judge critically each feature of design, test carefully every performance claim, compare throughout with any other car.

Then ask the price!

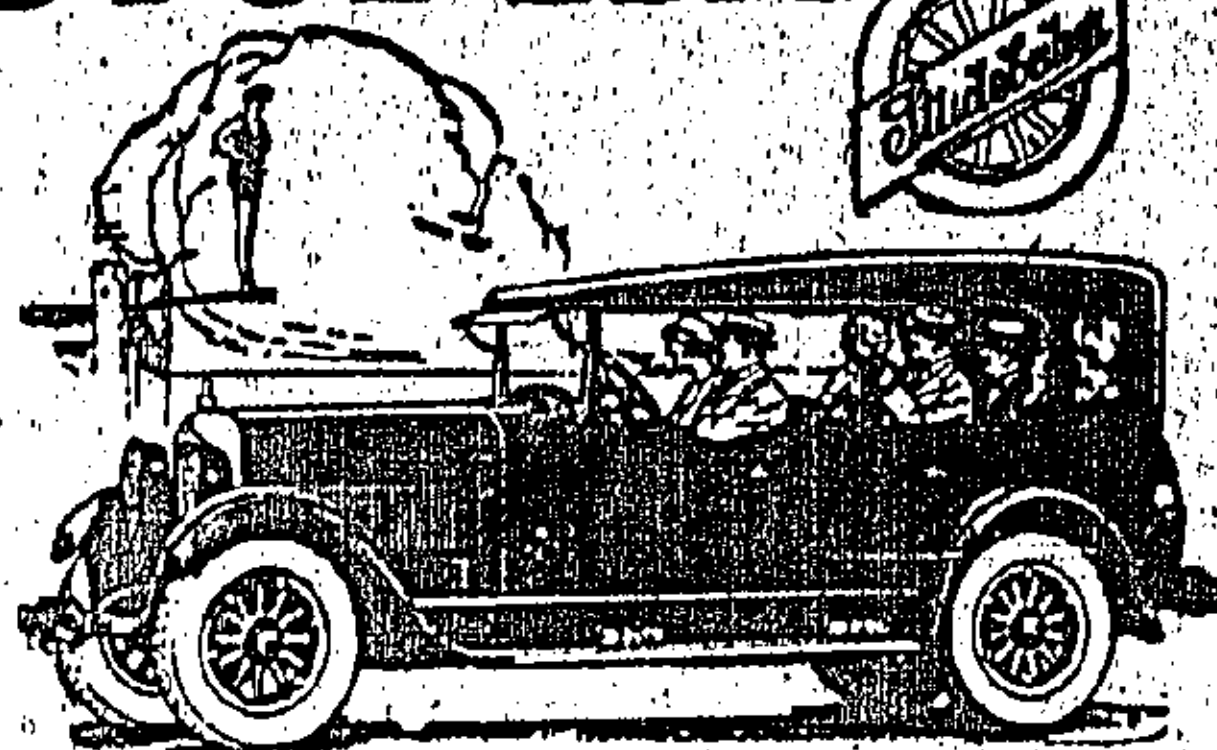
The Dragon Motor Car Co., Ltd.

33, Wong Nei Chung Road, Happy Valley.
Tel. C. 1246 or 1247 Hongkong.

ONLY PACKARD CAN BUILD A PACKARD



STUDEBAKER



August, 1925
Winner of Russian Endurance Trials

February, 1924
Holder of Trans-Australian Record

November, 1924
Set Record Cape Town to Johannesburg

July, 1925
Set Record Barcelona to Madrid

June 17, 1926
Set Record New York to San Francisco

ONLY a car of superlative design—made from the finest materials and with skilled workmanship—could possess the stamina necessary to prove itself the victor in the most gruelling tests the world over. To pay less than a Studebaker cost is false economy. To pay more is needless extravagance.

HONGKONG NETT CASH PRICES

STANDARD SIX

Duplex-Phaeton	H. K.	\$2,650
Duplex-Roadster		2,600
Sports-Roadster		2,950
Country Club Coupe		2,990
Coach (2-Door)		2,750
Sedan (Wool Trim)		2,990
Sedan (Broad Cloth)		3,200
Berline		3,350

SPECIAL SIX

Coach (2-Door)	H. K.	\$3,350
Brougham		3,900

BIG SIX 120" WHEELBASE

Duplex-Sports-Phaeton	H. K.	\$3,650
Duplex-Roadster		3,450
Sports-Roadster		3,780
Club Coupe		3,800
Sedan		4,350
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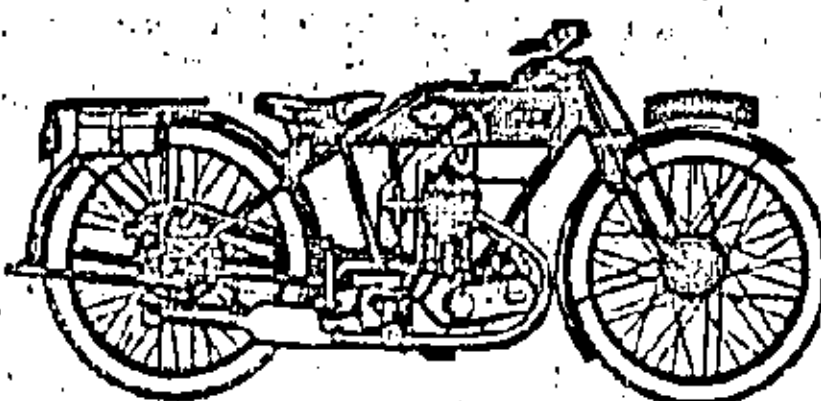
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A SYNTHETIC MOTOR FUEL.

Interest has been aroused by the statement made at the recent general meeting of the German Dye Trust about a new synthetic motor fuel called "Motalin." The intention of the Dye Trust to erect a large plant for coal distillation in the centre of the lignite fields has been regarded as making it possible for Germany to supply her own motor fuel requirements. It must not, however, be supposed that the German Dye Trust will eliminate the oil companies. As a matter of fact, the Dye Trust has formed the Deutsche Gasolin A.G., in which the Standard Oil and Shell groups have each a 25 per cent. interest, in order to develop its petrol enterprises in close association with the oil industry.

With the new plant it is estimated that within two years the annual output of the synthetic fuel will amount to 250,000 or 300,000 tons. It is claimed for Motalin that it eliminates "pinking" in the motor engine. Its possible future is to be mixed with petrol derived from natural crude oil in order to provide a more efficient motor fuel.

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

DIRT IN THE CARBURETOR.

With the gasoline filtering devices now being included in the equipment of many makes of cars, there should be very little chance of solid matter ever being carried along with the gasoline as far as the carburetor but in the case of any car which lacks a modern gasoline filter and has merely the ordinary copper gauze screens in the fuel line, some grit usually gets by these rather crude excluding devices and reaches or enters the carburetor itself.

DEFECTIVE STRAINERS.

Gauze strainers are not only permeable to the smaller solid impurities, but there are many cars with their filtering screens punctured and some with one or more of them entirely missing. Motorists should assure themselves that the gauze screen in the vacuum-tank and at the carburetor are in place and in perfect condition or frequent carburation troubles are very likely to occur.

STOPPED UP GAUZE.

Solid particles reaching the screen at the entrance of the carburetor float chamber and being caught there in such volume that the meshes of the gauze become almost completely obstructed, cause most of the fuel feed troubles that are met with.

RESTRICTED FUEL FLOW.

When an engine runs irregularly and finally stalls, apparently from lack of fuel, especially if it has been pulling hard, but can be started again, after a short wait, the presence of a partially clogged strainer may be suspected. Cars which run properly on level going, but which weaken in power before the tops of long, steep hills are reached, may have obstructed fuel strainers.

DIRT IN ATOMIZING PASSAGES.

Dirt which gets inside the carburetor, may clog its spray-nozzle or some other delicate fuel passage. An engine which misses and back-fires increasingly, as the throttle is progressively opened, finally almost failing to fire at all, may be having its fuel supply curtailed by a stopped up spraying jet, which will have to be cleaned out before it will pass enough fuel to make the engine run properly. Fortunately, gasoline is delivered to car tanks cleaner than formerly, making such troubles comparatively rare.

GEARING DOWN A TRUCK.

F. L. G. writes: I have a 12 ton truck, which I want to use

for hauling two-ton loads of coal. It is now geared too high to do this work. What pinion and ring-gear sizes should I install to give it about 70 per cent. of its present speed and corresponding increased pulling power? It has extra large tyres and two-ton springs have been put on. Do you think this proposed change is advisable.

Answer: We should not want to go on record as advising overloading any truck by 70 per cent. as you propose. Such practice is nothing less than abuse. However, if you are willing to shorten the useful life of this truck and incur the probability of heavy repairs to the rear-end and other parts, the proposition may be all right. There may be doubt whether you can get gears that will give the desired reduction, at least without using a pinion that is too small for satisfactory use and will have to find out what the factory or others can furnish for this axle and use the pair that seems nearest right. Many users "get by" for a time with overloading like this, but most of them find that it eventually results in loss. Large tyres and stiff springs do not entirely protect the rear-axle and other parts from the effects of extreme continued overloading.

REAR-AXLE POSITION.

W. R. asks: Why does my car jerk and make a noise, whenever the engine is neither pulling or holding back? It runs perfectly when the engine is under load or when the car is coasting. When the car is jacked up and run on high gear the rear-end seems to jerk back and forth slightly, although the spring-clips and shackles bolts seem right.

Answer: It seems impossible that the rear-end should have any back and forth motion if there is no play of the front ends of the springs upon their supports on the frame and we believe that if you re-examine these bolts and bushings, you will find lost motion there. The reason why this lost motion is not apparent when the engine is pulling or holding back is that, at such times, the slipjoint in the drive shaft being under load moves with sufficient friction to prevent the rear axle from "shucking" back and forth freely on the loose front ends of the rear springs. When you make the forward supports of these springs properly tight, you will probably have no more trouble.

MOTORISTS' CONVICTIONS QUASHED.

UNUSUAL APPEAL AT MIDDLESEX SESSIONS.

At the Middlesex Quarter Sessions an unusual appeal, supported by the Automobile Association, against the conviction of two brothers at the Acton Bench for being drunk in charge of a motor car, was heard last month.

At the hearing before the Acton Magistrates the evidence showed that in order to avoid a woman and a child, the car mounted the pavement and collided with a tree. As a result of this the driver was taken into custody by the Police on a charge of being drunk, and his brother who then drove the car to the Station, one and a half miles away, was also taken into custody on the same charge. The Police Doctor certified that both were incapable of driving a car and were suffering from the effect of drink, whilst the Station Sergeant also swore that both persons were drunk.

These charges were stoutly denied by the defendants on oath. It was urged that they had carried out all the tests imposed by the Doctor, and had driven up from Epsom. It also appeared that whilst one of the brothers was being examined, the other wrote the name and address of a Constable on a slip of paper. This the Doctor admitted under cross-examination could not have been written by a drunken person.

The facts were carefully investigated by the Automobile Association, who, being satisfied that a miscarriage of justice had occurred, briefed Sir Henry Curtis Bennett, K.C., M.P., on the Appeal. At the first hearing of the

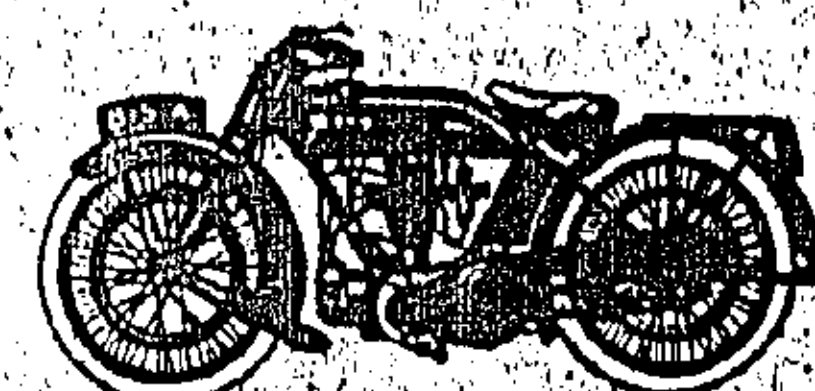
BETTER CAR BATTERIES.

The manufacture of accumulators is very generally regarded as something approaching an American monopoly which makes it all the more gratifying to be able to state that what appears to be the best thing of the kind built up to date is completely British in every respect. This is the new Tungstone battery which, even if other things were merely equal, should still appeal particularly in the overseas markets, because it can be sent out dry and filled up at any time when required, and also because it is so constructed that any damaged plate can easily be replaced singly by an amateur. Consequently the motorist who is far removed from expert assistance has only to keep one or two spare plates at hand in order to make sure that his battery will always be in good condition. The containers of the Tungstone battery are of metal instead of celluloid or vulcanite. The plates are die cast from pure lead and gassed under hydraulic pressure. The system of construction quite new, and is such that internal resistance is reduced to a minimum, so that a heavy rate of discharge or even a short circuit has no permanently bad effect upon the battery. Replacements are inexpensive and seldom required, and the cost of the battery in the first instance is strictly reasonable.

Appeal the Bench was equally divided. A new Trial was ordered to take place before Sir Herbert Nield, K.C., M.P., and in the result both appeals were allowed, the convictions quashed, and the motorists awarded their costs on both hearings.

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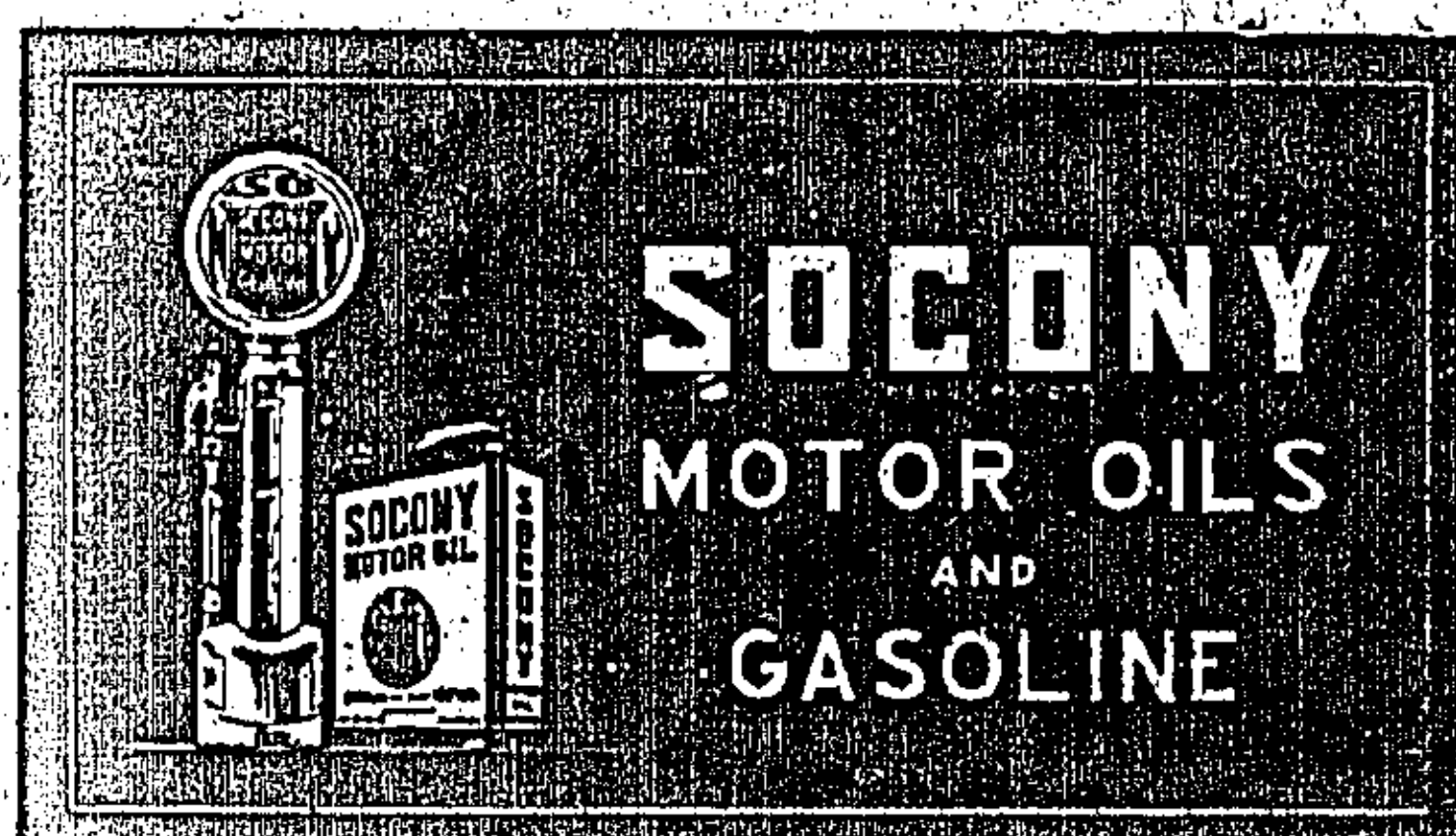
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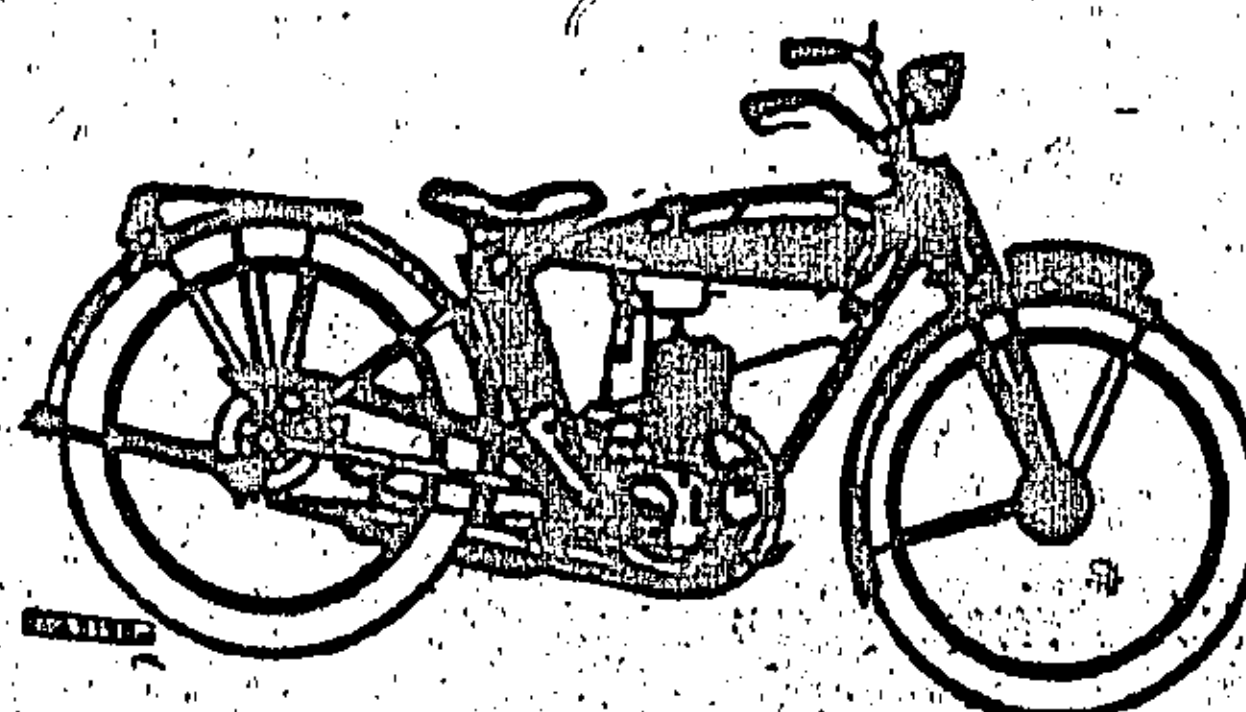
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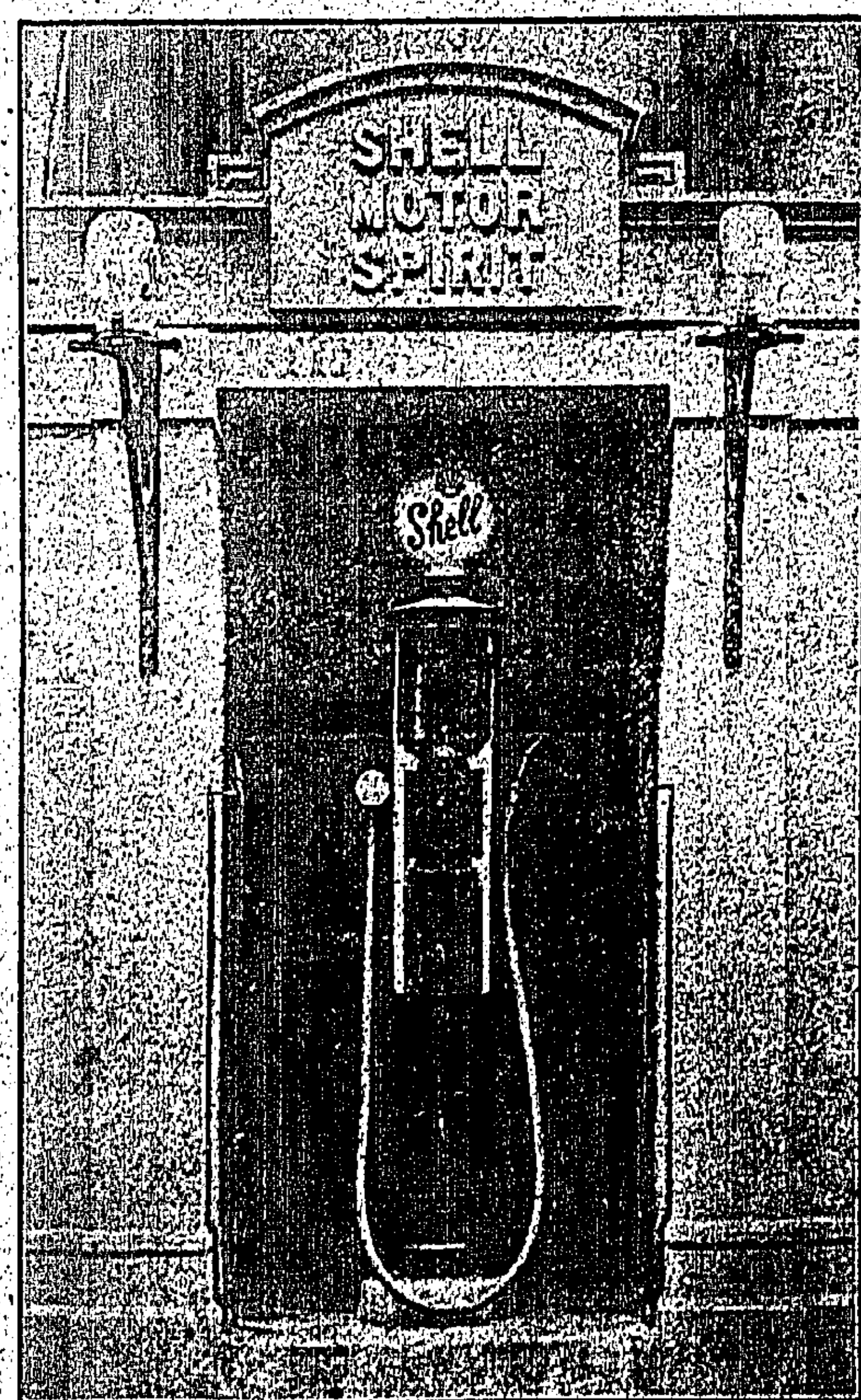
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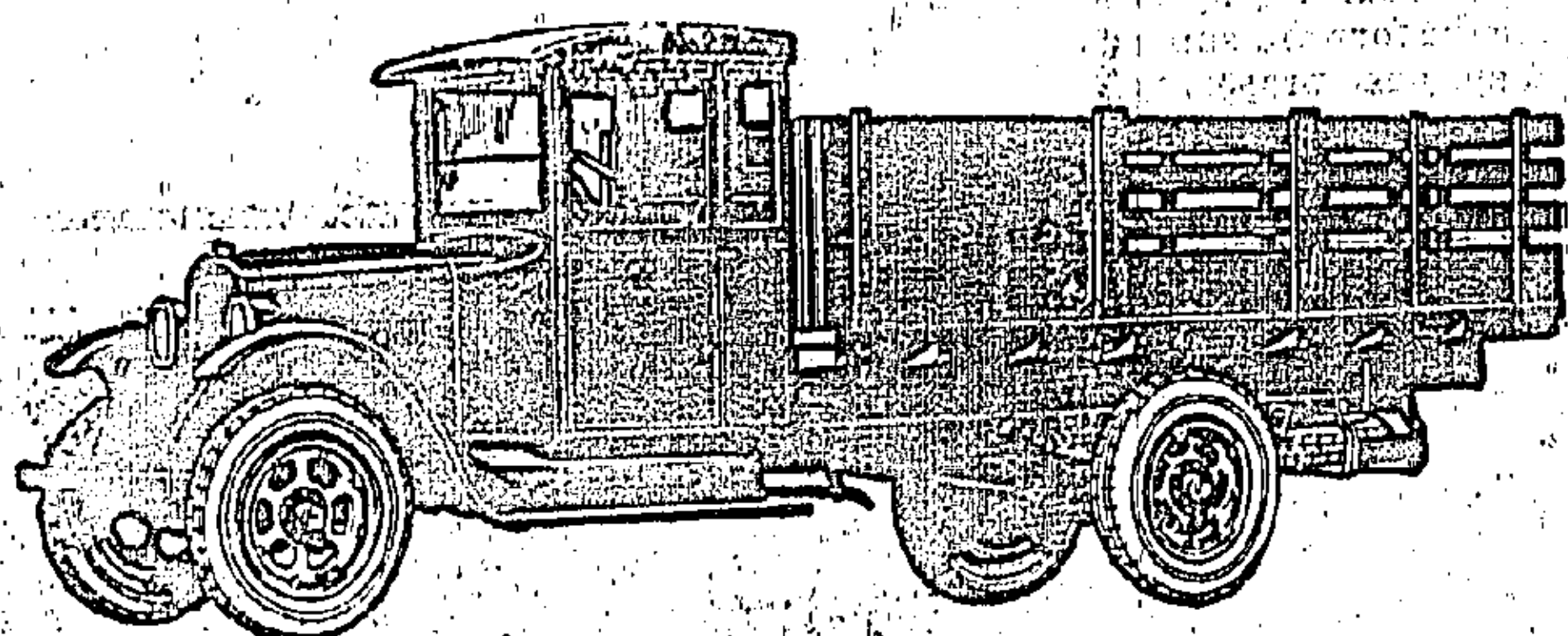
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DAZZLE HEADLIGHT PROBLEM.

PRACTICAL HINTS ON HOW TO AVOID MISHAP.

The increase during the last year or two in the number of motor vehicles which are driven at night is remarkable. On the one hand, there are the pleasure seekers who frequently go into London or other large towns for an evening's entertainment and drive back to a country home 30 or 40 miles away between midnight and the small hours of the morning. On the other hand, there is an increasing number of heavy commercial vehicles which make regular journeys between sunset and sunrise, often taking loads between the ports and the wholesale distributors in towns whose drivers prefer to travel when the road is comparatively free of traffic. Moreover, the conveyance of goods by night has commercial advantages. Lorries can be loaded up in the afternoon or evening of one day, and the goods delivered at any distance up to 120 miles away early next morning. The main roads of this country and headlights have now been so improved that night driving is much safer than it used to be. Except when fog prevails the average speed of all types of motor vehicles is nearly as great by night as by day. Still, there is not the same visibility at a distance as by day, and the roads and unexpected dangers constitute a somewhat greater risk.

From time to time accidents happen on account of dazzling headlights, though not nearly so frequently as some imagine. The word "dazzle" is an entirely unscientific term. The eyes may be slightly affected or totally though momentarily, blinded (for in some cases nothing can be seen except the bright light in front) by brilliant light both real and artificial. For example, no one who has driven towards an unclouded sun at sunset can have any doubts as to its dazzling effect, and accidents are recorded which have taken place solely in consequence of drivers' being temporarily blinded in this way. Reflection of the sun's rays from the sea, rivers, or lakes has the same effect. Unduly powerful headlights confronting a driver are like miniature searchlights—

they throw all the rest of the picture into impenetrable darkness.

USEFUL DEVICES.

There is no real excuse, however, for anyone to complain of the blinding effects of the dazzle produced by headlights. There are special goggles, cheap and easy to obtain, in which one-half of the aperture is left open, the other half being made of green celluloid. A driver has only to incline his head slightly downwards or upwards, as the case may be, and the green half of the aperture entirely cuts out the dazzle of the approaching headlights. Then there are discs of several types, made either of green glass or green celluloid, which can be fitted on the windscreen of any car and serve the same purpose of eliminating dazzle.

There are also various devices by which the driver can moderate to alter the beams of light from his own headlights, such as putting the electric bulbs out of focus in relation to the reflector behind them, or dipping the headlights so as to throw their light downwards, leaving an unlighted area above. Many years ago, long before these devices existed, I used to train my eyes to follow the nearside edge of that road, and by concentrating on that and ignoring altogether the approaching light, I never had any serious difficulty in passing even the fiercest of glares. Nowadays, however, when about half the drivers on the road have had little or no experience of night driving, and probably not more than one or two years of driving at all, there is an element of risk on the road. To some such drivers there seems to be a fatal fascination in the light approaching them. Terrified of driving off the road on their own side, they unconsciously turn their steering wheel towards the vehicle and light approaching them, and the result is either a dangerous collision or a bare escape from accident.

The Ministry of Transport has been wise in not issuing up to the present time any Orders on the subject of headlights, for it is not beyond the powers of scientific experts eventually to eliminate most of what is called dazzle. But I repeat that there is really no necessity nowadays that anyone should suffer from dazzle or risk an accident on that account if only the methods I have recommended are adopted.

There are some critics who declare that no motor vehicle should be driven at night except at a very slow speed, that there is no necessity to have lamps brighter than those carried by the average horse vehicle, and that in those conditions there would be no accidents at night. Apart from the impossibility of enforcing a general speed limit at night, when we know by experience that a limit cannot be enforced by day, it is a counsel of perfection to suggest that motor-cars should ever be confined to 10 or 12 miles an hour during night journeys. Even if they were, there are certain dangers on the road which to a motor vehicle even at 10 miles an hour might be formidable.

UNLIGHTED TRAFFIC.

As long as cyclists carry no rear lights and pedestrians walk in the middle of the road, headlights of considerable power are wanted, in order that the risks caused by these unlighted types of road traffic may be reduced. In the country and on the open road one often meets badly as lighted motor-vans, as well as horse carts whose lights are merely a glimmer, while now and again the motor driver is confronted with cattle, sheep, or horses wandering loose or lying down on the road, drunken men prone in the middle of the highway near a public-house, and hand-carts and perambulators entirely unlighted. Then there is danger of packages dropped by some other vehicle, such as I once encountered, when there suddenly loomed up before me on a winter night a large sack of wheat which had accidentally fallen from a motor-lorry, and which, had I not seen it, might have easily wrenched the steering-wheel out of my hand and caused a bad accident. There is also the danger, in the winter especially, of running into flooded sections of the road, of suddenly encountering snow-drifts, or of having to pass road works in operation where the lighting of the barriers is bad.

To sum up, it is certain that if the lights of motor-vehicles were severely limited there would be a large increase in accidents, and some of them would be serious. In other words, such a restriction would tend to increase, and not diminish, danger. I can remember the time when on any main road out of London after mid-

night one met nothing outside the Metropolitan limits except a few market-garden carts, with the drivers nearly always asleep, and when that time was once passed one might run 40 or 50 miles without seeing anything except cats and lonely policemen. Now a day's one meets as many motor-vehicles, apart from overtaking them, on a 50 miles journey on any road outside any of the big towns in one night as would have been met in one month 15 years ago. The more the roads become crowded by day—and in a few years they will be very crowded indeed—the greater will be the tendency for heavy and fast motor traffic to travel by night. Some day, perhaps, we shall have motor-vehicles in which there will be sleeping accommodation, like the railway sleeping-cars of to-day. And that will make the problem more severe.—The Times.

OLYMPIA-CYCLE SHOW

OPENS NEXT MONTH.

Applications for accommodation at the Twelfth International Cycle and Motor Cycle Show, which will be open at Olympia from October 4th to 9th, reveal that more space will be required to satisfy the demands of nearly 500 British manufacturers of cycles and motor cycles, tyres, components and accessories.

Particularly heavy is the demand for accommodation in the Main and New Hall Galleries, where the Component and Accessories Sections are housed. It is unlikely that any space in the galleries will be available except to members of the British Cycle and Motor Cycle Manufacturers' and Traders' Union, Ltd., "The Towers," Coventry,

which is the association responsible for organising these annual shows of the industry.

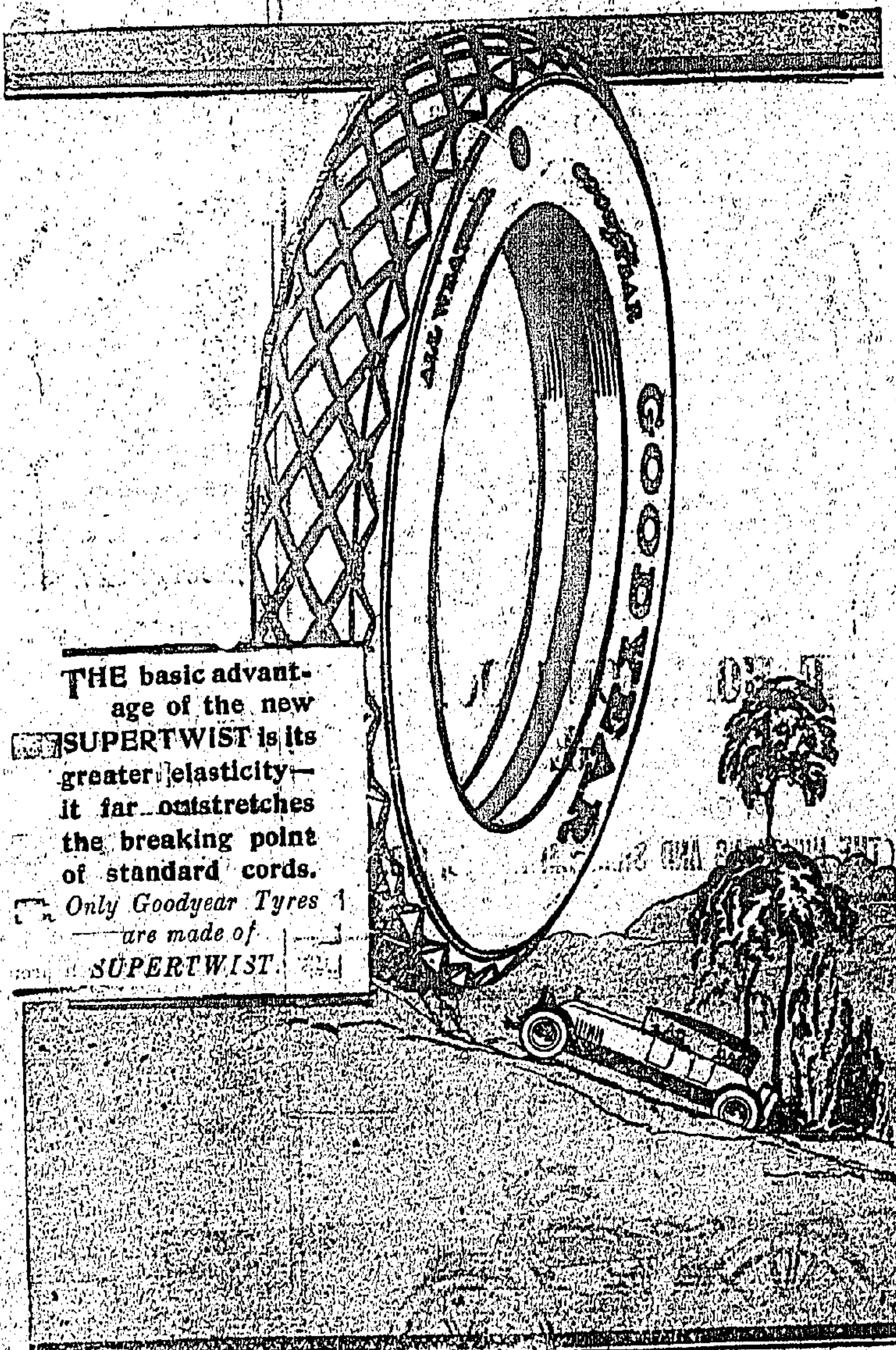
Invitations to visit the show have been dispatched to all Continental and Dominion buyers whose names appear upon the Union's register of overseas traders. Any traders not in receipt of such an invitation should forthwith make application to the above-mentioned association.

There will be over three miles of exhibits, which will include an Historical Exhibit of Cycles arranged by the Cyclists' Touring Club. It is expected that interesting relics of the past, from 1818 onwards, will be included in this historical exhibit.

SPEEDY TRIALS FOR SPEEDERS.



The authorities tried this roadside Court system at Inglewood, California, and it proved an excellent means for disposing of traffic cases quickly.



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A glimpse of the crowd and the speedway at Atlantic City, when Harry Hartz, of California, won the national 120-mile motor championship. Hartz' car is shown in front. Inset, a close-up of the winner.

TWO A MINUTE!

The question of what is the most popular make of small car is one of never failing interest. One frequently sees letters in the motor press from enthusiasts who have spent hours counting the cars of various makes which have passed them at some point on one of the main roads.

During the recent General Strike the London streets presented a remarkable appearance during the hours of daylight, and indeed long after, with an incessant stream of motor traffic of all kinds. A correspondent, who is himself a "Singer" enthusiast, states that, in the course of two hours, he counted 243 cars of this popular make in the traffic which passed below his windows.

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6	50	A-616 JF	RUBBER	10 1/2 X 6 1/2 X 9 1/2	\$52	3
6	60	A-613 SH	WOOD	10 1/2 X 7 1/2 X 9 1/2	\$65	4
6	75	A-616 JF	DO	11 1/2 X 7 1/2 X 9 1/2	\$72	5
6	100	A-616 JF	DO	12 1/2 X 7 1/2 X 9 1/2	\$74	CAD
6	125	A-617 SH	DO	12 1/2 X 7 1/2 X 9 1/2	\$80	6
12	50	A-127 SH	DO	12 1/2 X 7 1/2 X 9 1/2	\$72	7
12	60	129 AHS	DO	14 1/2 X 5 1/2 X 10 1/2	\$70	M/O
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NERVES IN MOTORING AND GOLF.

COMPARISON OF THE TWO PURSUITS.

That there are points of similarity in driving a motor car and playing the Royal and Ancient game is fully realised by the many devotees of both pursuits, writes a correspondent of the *Autocar*. Indeed, it is a subject that not infrequently crops up in conversation. In this article I want to make some observations on nerves, for in both pastimes nervousness plays an important part, and may, mar or make one's pleasure.

In my early days of car driving, and doubtless nearly everyone will confirm these experiences, I was extremely nervous if I drove at all fast—a matter which has long ceased from troubling. I suppose this was really due to lack of confidence in my ability to perform the correct actions in the event of an unexpected occurrence. This state of mind was uncomfortable, so the obvious remedy was to drive more slowly. Nerves may be regarded as a kind of safety valve against dangerous driving, so nervousness has its advantages after all. The driver who has no nerves is a menace to the public; he is as bad as the man with no sense of speed.

In the game of golf, too, nerves serve a useful purpose; if we were not nervous we should be indifferent about the results of our efforts, and that is fatal in any undertaking. How can we overcome the effects of nerves? One obvious way, of course, is more practice in the particular pursuit. A wider motoring experience reduces anxiety and brings increased pleasure. More golf invariably lessens the fear with which we tackle our strokes. What happens is that we gradually gain confidence in our ability to do the right thing. This is partly a question of "faith," but I am convinced that there is a deeper side to the subject, namely, the confidence which is based on facts. For instance, the fact that we have an efficient brake on each of the four wheels of the car and that our foot will instinctively pass across to the proper pedal in an emergency cannot fail to add greatly to the feeling of security, and therefore, reduce our nervousness, thus adding to the enjoyment of life generally and of motoring in particular.

THE VALUE OF CONFIDENCE.

As a keen golfer, as well as one who is enthusiastic about road transport, I often find myself comparing the two pursuits in many different ways. I believe, for example, that the acquisition of rhythm in the golf swing helps one to drive a car well and that skilful motor driving is of assistance in the playing of games. This point, however, calls for passing comment only in the present article. We have reached the stage when it is agreed that nerves in motoring may be overcome by the confidence based on certain facts, including our belief, or "faith," that we shall do the right thing at the right moment. I mean by "certain facts" the cultivation of the best and quickest hand and foot movements. Knowledge that one's car is in a state of absolute efficiency, a general feeling of power and control and that one is driving at a speed suitable to the occasion, all tend to reduce the nervous strain.

It is the emergency, however, that provides the real test, and the conditions are similar in the game of golf. It is in a testing stroke that nerves affect us most, such as may occur in a close match or at a critical stage of a medal competition. There are two points about this kind of nervousness which call for special consideration. "Nerves" can be largely overcome by clear thinking, as distinct from that very dangerous condition—mental confusion, a state of mind that is all too often the portion of the nervous motorist or golfer. The way to overcome it is by a process of self-training and a knowledge of what one is called upon to do. In golf there are certain main essentials, such as swinging steadily, looking at the ball, and following through, which are necessary to good play. If any of these are ignored or forgotten, good strokes may become the exception rather than the rule. When in a tight corner, the fact of being nervous causes us to forget some of these fundamental principles. The remedy is, therefore, clear—to make the essentials part of our regular habit, so that they will predominate, even when playing under a strain.

ENTERPRISE AT LAST.

THE NEW ARMSTRONG-SIDDELEY.

It has frequently been suggested that the British motor car manufacturer is inclined to pay too much attention to fulfilling the home demand, and consequently to neglect the far bigger potential markets overseas.

Furthermore it does not follow that a car which is suitable for work in England is equally fitted for overseas conditions. These criticisms, combined with the general high prices asked by British manufacturers, have prevented their products from attaining world-wide popularity. It is, therefore, quite a notable event in the world of motoring to be able to announce that a British concern of repute and standing has designed a car and put it on the market at a price that compares favourably with that of any vehicle of its class, whatever the country of its origin—Armstrong-Siddeley Motors, Ltd., of Coventry, is the concern in question, and the new model, the first examples of which are already in use in this country, is the new 18-50 h.p. overhead valve 6-cylinder.

There is nothing startling in the design of the chassis which is a straightforward, honest and robust engineering job from stem to stern. The engine has a capacity of about 24 litres, its strong point being its remarkable pulling on top gear and at low speeds. The transmission consists of a dry plate clutch and totally enclosed centrally controlled 3-speed gearbox, torque tube and back axle member. Its springs are of the half-elliptic type and very large diameter 4-wheel brakes are fitted. The principal dimensions of the car are as follows: Wheelbase, 10 feet 1 inch; track, 4 feet 8 inches; ground clearance, 9 inches.

There is sufficient petrol in the scuttle tank for 200 miles running, and a spacious four-door and completely fitted body is standardised.

We understand that a bold programme is being planned by the makers in an attempt to establish definitely the British car at a reasonable price on the markets overseas.

IN PALESTINE.

DODGE CARS IN USE.

In the vast exploration programme carried out recently by members of the Archaeological Congress in Syria and Palestine, Dodge Brothers Motor Cars and Trucks were an important link in the success of the operations.

The Archaeological Congress consisted of about 150 members, who penetrated Syria and Palestine to make an intensive search for evidences of the human race which existed prior to the time of Christ.

The congress was well equipped before arrival at Beyrouth, Syria, from which point caravans were organized for penetration into the Holy Land and nearby.

Knowledge of the purposes of the Congress was sent Major Bourdillon, French High Commissioner at Beyrouth, who had been instructed to assist in providing transportation and other comforts for their penetration into the ancient lands made prominent in Biblical history.

Commissioner Bourdillon at once got in touch with F. A. Kettaneh, of the Eastern Motor Company, distributors for Dodge Brothers, Inc., at Beyrouth, to arrange a fleet of Brothers Motor Cars and Trucks.

Major Bourdillon owns a Dodge Brothers Motor Car for his personal use at Beyrouth and for travel in his work for the French Government.

Thoroughly familiar with the country over which the Congress would pass, he knew that an unusually sturdy car would be required and this was his reason for calling upon Mr. Kettaneh.

"The authorities wanted the trip to be completed without a hitch, and it was," Mr. Kettaneh said later. "The journey into the interior of Syria and Palestine was made with ease, although these countries possess but little semblance of roads suitable for use of automobiles. The members of the Congress were enthusiastic in their praise of the performance of the Dodge Brothers Motor Cars."

THE OUTSTANDING SUCCESS

OF THE MOTOR TYRE INDUSTRY IS THE

DUNLOP

CORD TYRE WIRED-TYPE

ON WELL-BASE RIMS.

The Safest Tyre in the World

FOR EVERY CAR, BRITISH OR FOREIGN

DUNLOP—which has always set the standard for

Tyres—has set an even higher standard in their wired-type Cord Tyres on well-base rims. The increased comfort you get in riding on them is only equalled by the increased mileage. They are the cheapest Tyres you can buy—because they give you the longest service with the greatest safety. If your car is not fitted with wired-type equipment, but beaded edge, it can be quickly and economically converted to Dunlop wired-type tyres, fitted to Dunlop Well-Base Rims.

TO-DAY—MORE THAN EVER YOU CAN

"Fit Dunlop and be satisfied"

DISTRIBUTORS: HONGKONG HOTEL GARAGE, HONGKONG BRANCH OFFICE: 16A, DES VOEUX ROAD CENTRAL, PHONE C. 4554.

The new MICHELIN "COMFORT" low-pressure or balloon tyre. The most important of recent improvements in motoring. In the past year 500,000 motorists discarded high pressure tyres for MICHELIN "COMFORTS."

Authorised Michelin Agents: J. GIBBS & CO. BANK OF CANTON BUILDING FIRST FLOOR. Phone C. 704 and C. 4532.

Announcing the new "70" WILLYS-KNIGHT

... a car of unparalleled efficiency, out-performing anything ever built of its size, or type, or class!

Its remarkably low price, plus its many distinctive advantages, undoubtedly place the "70" Willys-Knight Six in the front rank as the outstanding value of the world in the six cylinder field.

Utilising the principle of high-speed engine construction in a Knight type sleeve-valve motor, with a 2 15-16 inch bore and a 4 1/2 inch stroke, the power plant of the New "70" Six develops greater power per cubic inch of piston displacement, throughout its complete range, than any other stock American motor-car engine.

Speed capacity is in excess of 60 miles an hour. Its acceleration is startling in its accomplishment. Its power on hills is a revelation.

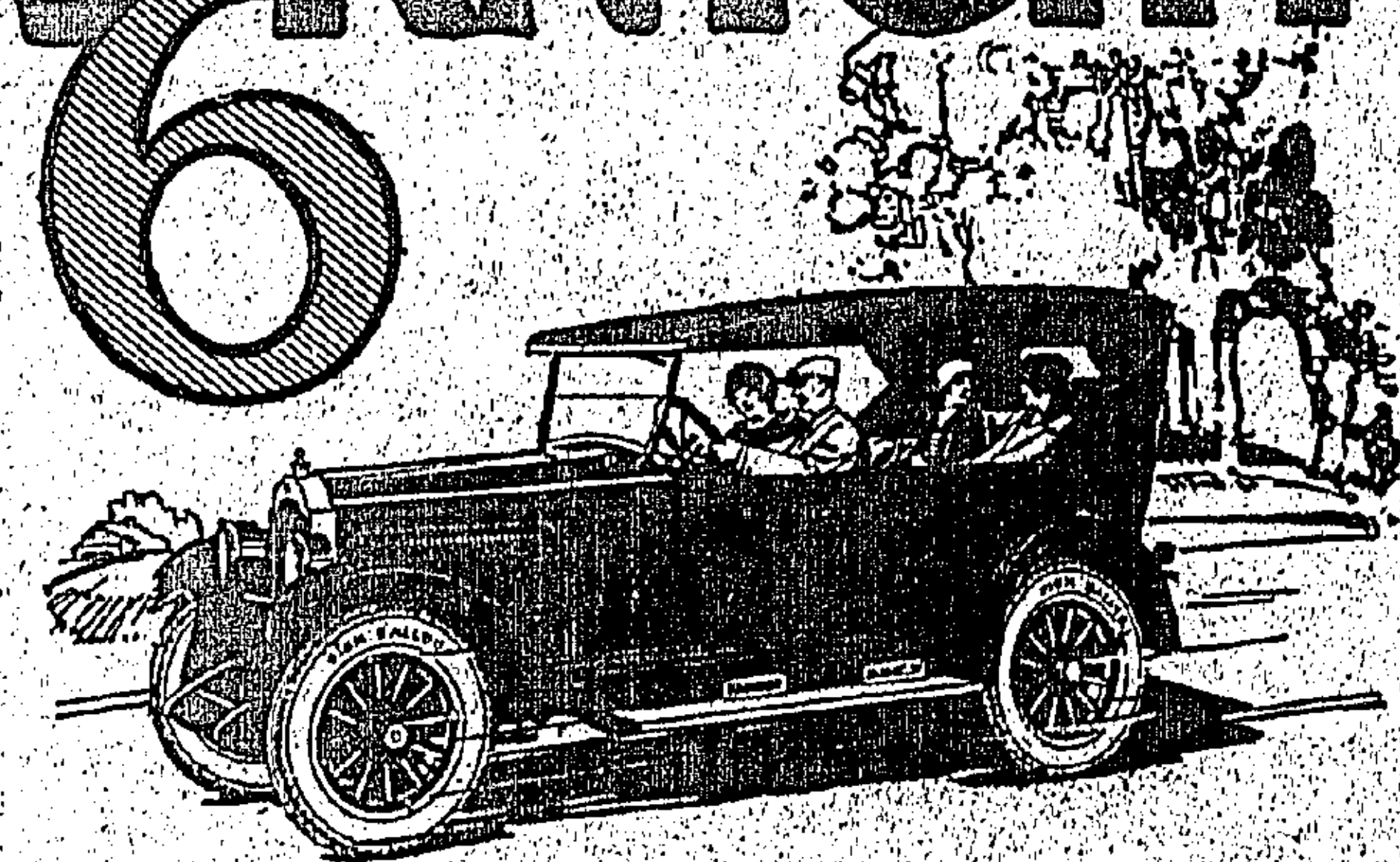
Revolutionary Results

In speed and power the New "70" Willys-Knight literally out-performs all other stock cars of comparable size. It combines the Knight sleeve-valve engine in its utmost perfection, with the finest and best achievements of brilliant engineers on both sides of the Atlantic. This car presents an unparalleled engine efficiency, a super-efficiency possible of attainment only in the Knight type of engine. It has a long, racy effect, with moderate actual length. Here, too, is an economy of weight never before achieved in a motor car of its type.

Full Particulars from:

THE UNIVERSAL AUTO SUPPLY CO.

61, Des Voeux Road, Central



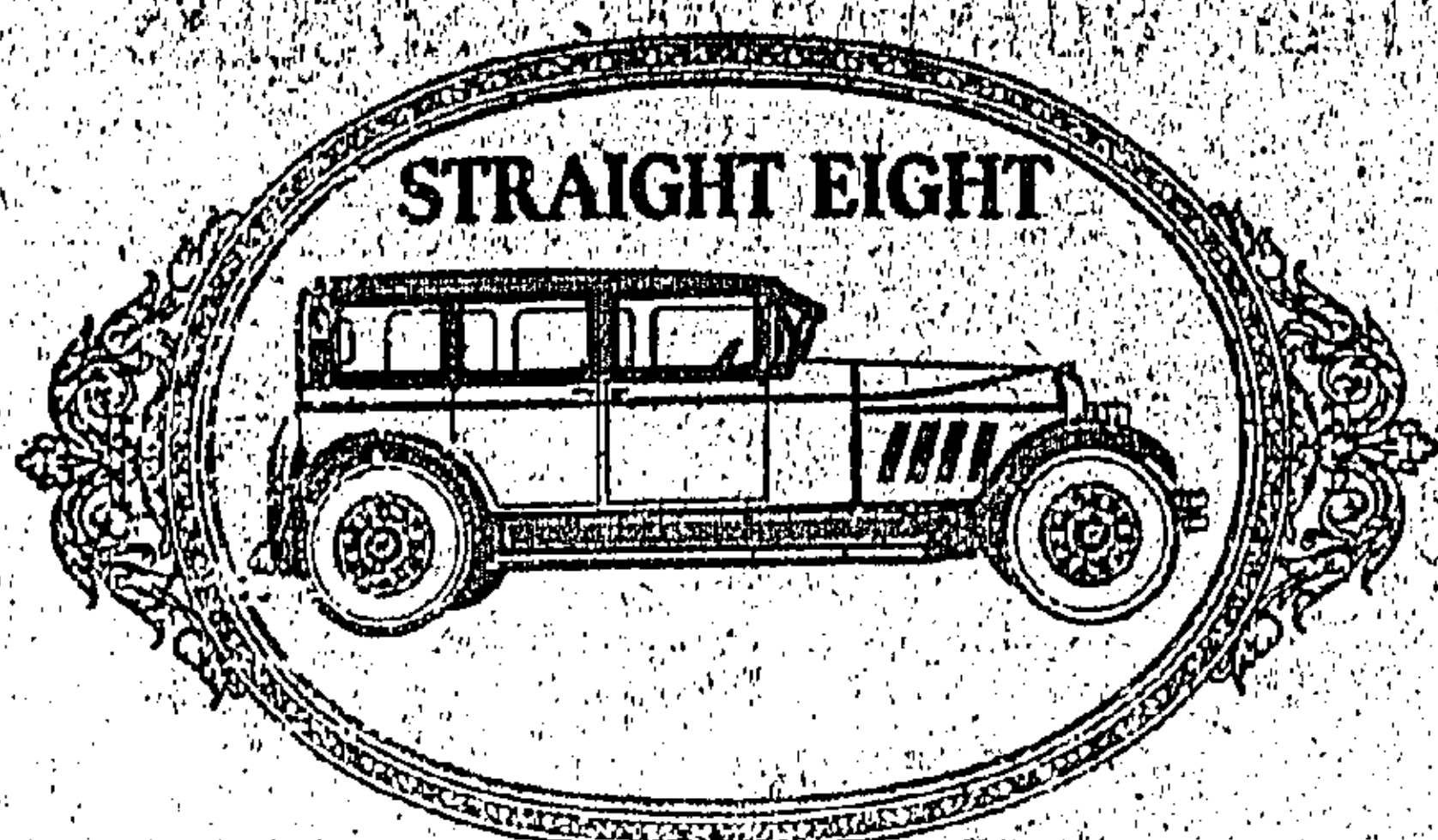
Other Distinctive Features

Absolutely positive mechanical four-wheel brakes—the perfected braking system of the most advanced cars of Europe and America—a system regarded by the best engineering practices as the most dependable and most nearly infallible of all brakes.

A new conception of road-ability—Scientific engineering has developed for this car a particularly low center of gravity which produces a truly remarkable road-stability. At all speeds you are impressed by its perfectly stable equilibrium, and a complete absence of all road shocks. Driving, you enjoy a continuously agreeable feeling of solidity. Riding,

you are a comforting sense of security such as you have rarely experienced in any car. The easiest of all steering—The steering facility of this phenomenal car is literally amazing. Eight Timken bearings cradle the steering mechanism with the utmost absence of friction.

A remarkably beautiful body—For style and smartness, inside and out, this fine car is unrivalled by any other automobile of its class. The interior has been designed with such scientific exactness that all waste space common to other cars has been eliminated. While compact to the last degree, this new and advanced "70" Willys-Knight Six is revolutionary in its roominess and comfort.



AUBURN

Durability To the careful, the factor of durability in a car is of vast importance. Demand the car that will withstand day by day the hardest usage and keep sweet running. Things are done and care is taken at Auburn factories to insure better performance and longer life than any other manufacturer does. It is the unusual sturdiness that transforms the purchase of an Auburn into a long paying investment. Drive it—compare it—if the Auburn does not sell itself, you will not be asked to buy.

人理代機方南國中港香
行洋信先
五九路下德十中橫街快
號一四電傳一六通港列
吉印印面 本報日價

Full Particulars from:—

The UNIVERSAL AUTO SUPPLY Co.
61, Des Voeux Road, Central.

At the Centocell aerodrome in the presence of Signor Mussolini, the Minister of Aviation, the Duke of Apulia, grandson of the Duke of Aosta, passed the regular tests and obtained his military pilot's certificate.

A number of women delegates at the I.L.P. Summer School at Easton Lodge complained that co-operatively produced clothing did not keep pace with modern fashions in design, colour and appearance.

BREAKDOWNS AND THEIR CAUSES.

INTERESTING DATA FROM R.A.O.

The Royal Automobile Club, by means of a record of causes of breakdowns in connexion with its "Get you home" service in able to issue each year a detailed analysis of roadside troubles which occur to modern motor vehicles. The figures are of particular interest because they should not as an incentive to the careful car owner to guard against the possibility of breakdown by paying special attention to the parts which are indicated as being most likely, without such attention, to give trouble.

It is an interesting point that the variation in the percentages from year to year is practically negligible. Ignition troubles still head the list with a total of 22.7 per cent. in 1925, compared with 20.7 per cent. in 1924. It would be an extremely interesting thing if the R.A.O. could still further enlighten the motoring public by classifying the predominating troubles under this head, because, considering the reliability of the modern magneto, this figure appears to be rather remarkable.

Engine troubles are classified and in the aggregate amount to 21.4 per cent., while back axles are third with 14.9 per cent. On the low side is carburation with only 3.1 per cent., against 4.1 per cent. in 1924, and brake trouble is represented by the low figure of 4 per cent.

Accidents figure at 13.2 per cent., really a remarkably low percentage, only 1 per cent. more than 1924.

The Duke of York is to visit Ilford on October 21, when the granting of the Charter of Incorporation to the town will be commemorated.

SOOTED PLUG TROUBLES.

THE DOMINANT CAUSE.

In the majority of cases sooting up is due to running on too rich a mixture (states a writer in the *Field*). When starting up an engine it is necessary to have a rich mixture, but as soon as the engine has started its strength should be gradually weakened to a correct setting. Most cars are provided with a mixture control lever, and its best setting is at the weakest position with which the engine will give full power. This is easily tested by running the car on a level stretch of road, or, preferably, slightly uphill, opening the hand throttle to a suitable fixed position, and then gradually weakening the mixture until a point is found where the power definitely begins to fall off. Just before this point is reached is the correct running position.

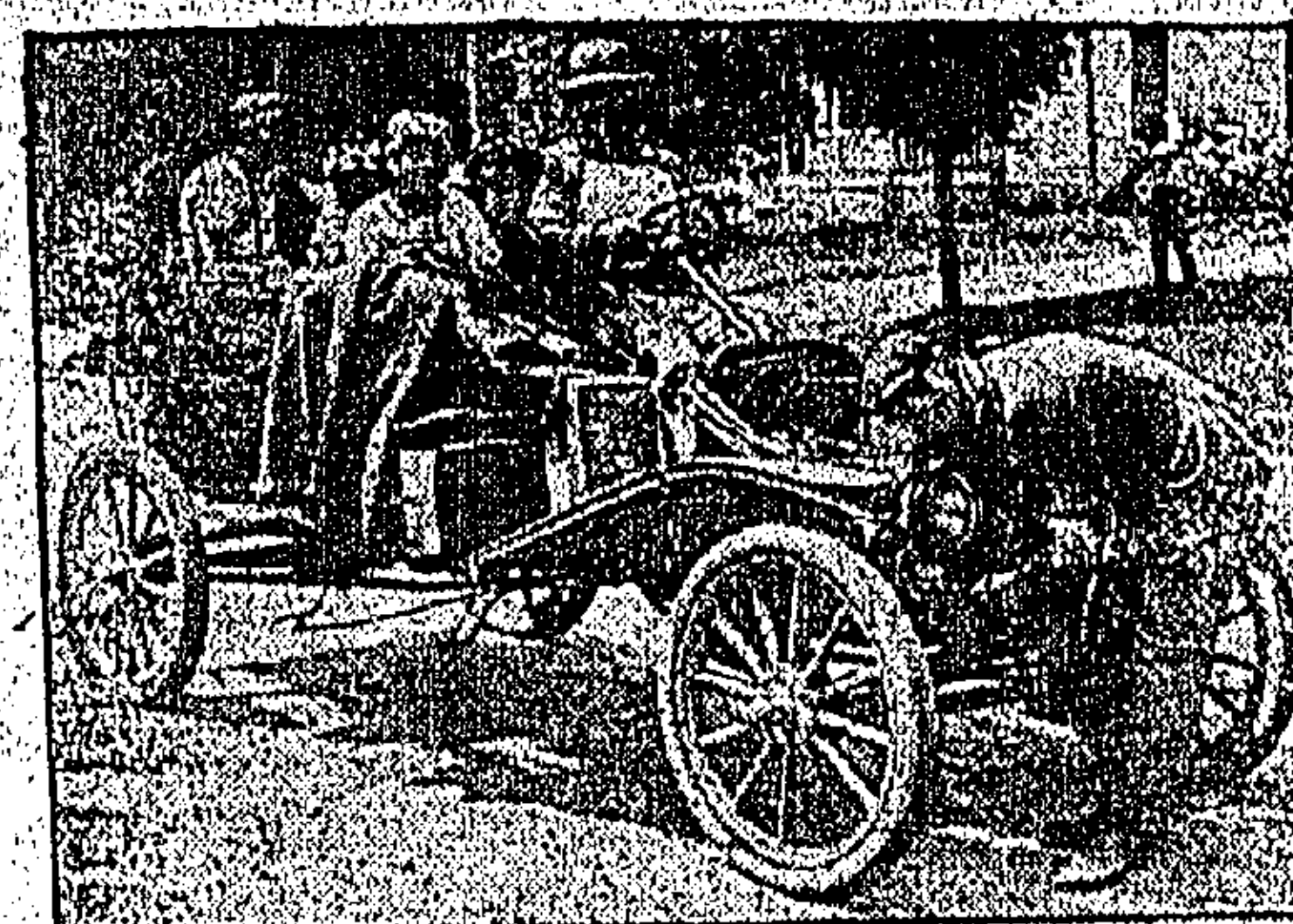
Carburettors are arranged automatically to adjust themselves to the various engine speeds, but actually when running for any length of time at low speeds, say below 15 miles an hour, it is usually better to increase the strength of the mixture slightly. If the engine is run on too weak a mixture the effect is to beat up the engine rapidly, owing to the fact that the gas mixture is so diluted that it burns slowly in the combustion chamber, and if the mixture is weak enough it may still be burning when the inlet valve opens, and so cause backfiring in the carburettor. There are, therefore, fairly evident signs of when the mixture is too weak, namely, considerable loss of power, overheating of engine, and finally "popping" in the carburettor.

Unfortunately, there are no such clear indications of when the mixture is too rich; the engine pulls well, does not overheat, and everything appears to be all in order, but actually,

owing to there being too much petrol for the amount of air, the petrol that is not burnt is deposited in the form of soot all over the combustion chamber, including the sparking plug. In a short time misfiring will occur, when the sparking plug will have to be cleaned; the combustion chamber also ought to be cleaned out if the engine is still to give its full power. It is important, therefore, that drivers should give careful attention to the matter of a correct mixture. If by mistake the engine has been run for a considerable time on too rich a mixture, but before actual misfiring has occurred, much of the soot can be burnt away by running the engine under load on what is normally too weak a mixture.

This will have the effect of heating up the engine, and so it should not be carried too far, but it will clear all the soot off the sparking plug insulation, and to an extent the combustion chamber also. By understanding the effect of changes in the mixture control most of the misfiring and plug cleaning should be avoided. Nowadays a plug should require no attention beyond an occasional readjustment of the spark gap.

NO FRILLS, BUT HANDY.



There aren't any frills on this family caravan, but it covers the ground and everybody's happy. The picture shows how Fred Moore and his family are motoring from Lawrenceburg, Tennessee, to Toledo, Ohio. A bed spring, which comes in handy at night, forms part of the side of the car.

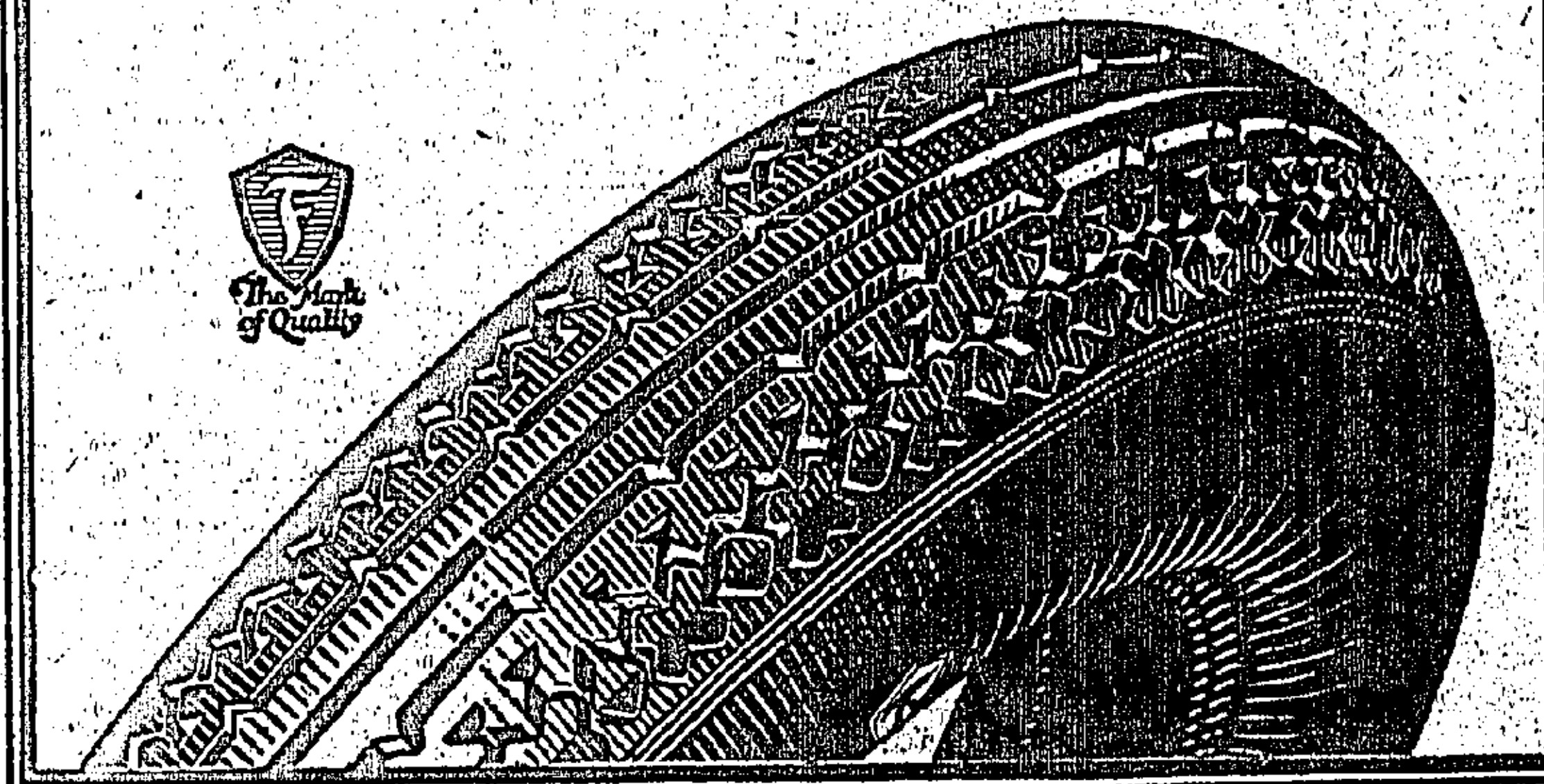
The Master Tyre of Master Builders

Since the beginning of the automotive industry Firestone has pioneered and developed tyres. The Full-Size Gum-Dipped, Balloon is the Firestone masterpiece—a stroke of master-building. And it is only natural that—because of many exclusive methods and processes—Firestone Balloons do raise tyre.

Mileage—Safety—Economy

The Firestone extra process of Gum-Dipping is the only known method that saturates and coats every fibre of every cord with a frictionless protective covering of rubber, giving greater strength and flexibility to the cords.

Equip your car now. The cost is low.



THE DRAGON MOTOR CAR CO., LTD.

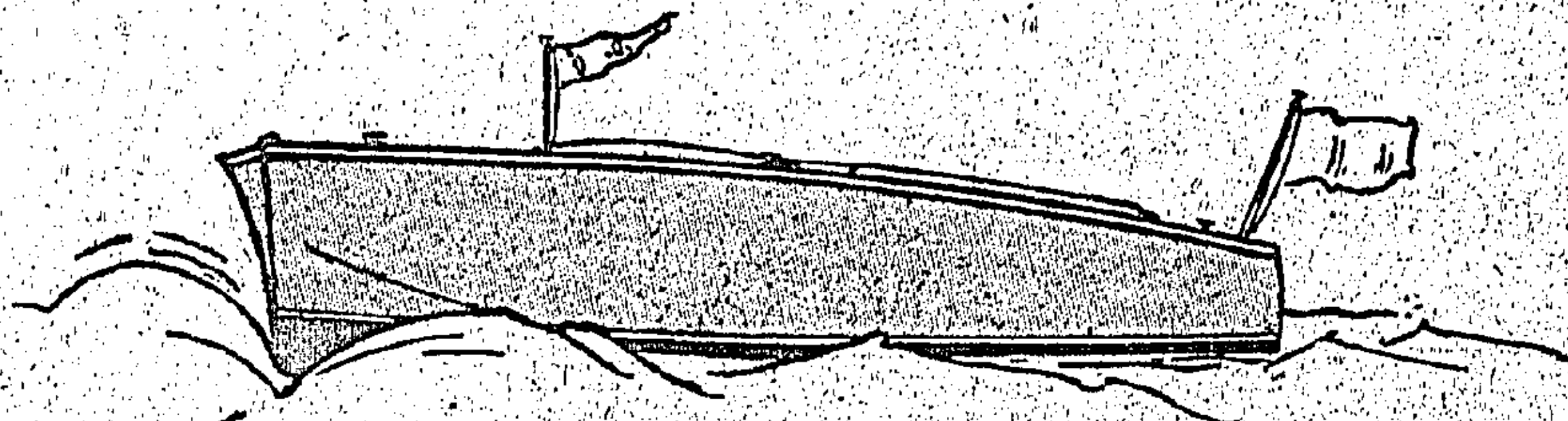
33, WONG NEI CHUNG ROAD, HAPPY VALLEY.....TEL. C. 1246 or 1247.

MOST MILES PER DOLLAR

Firestone

FULL-SIZE GUM-DIPPED BALLOONS

16 KNOTS



AILS A CRAIG

FAST RUN ABOUT

BRITISH THROUGHOUT

Complete **\$2750.00** { DELIVERED HONGKONG.

DODWELL & CO., LTD. Sole Agents.

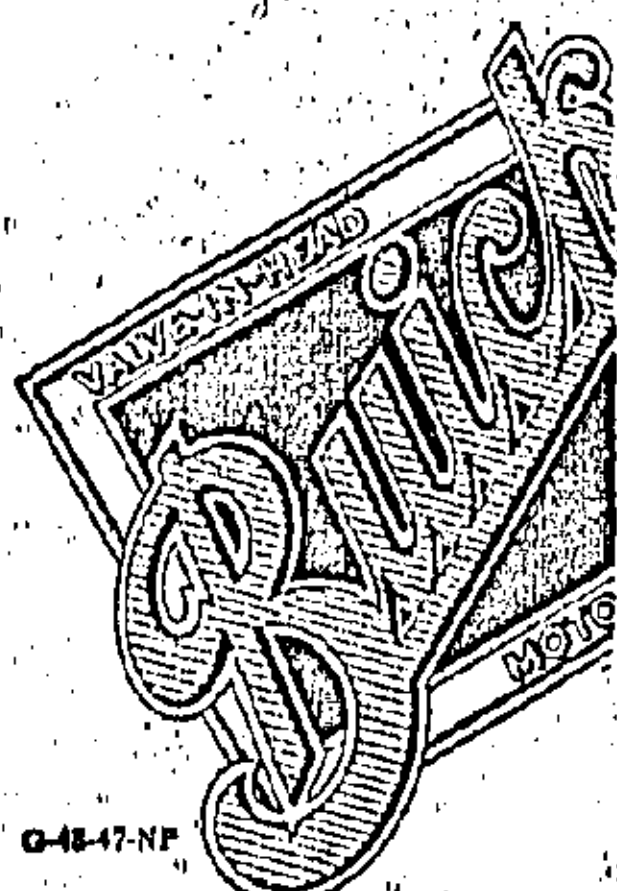


IS IT
"as good as BUICK?"

Before you are persuaded, by an extra allowance on your old car, to buy some car you might not choose otherwise, look it over carefully.

You probably will be told that it is "as good as Buick", but investigate. See if it is!

Does it have a "sealed chassis"? Has it a torque-tube drive? Has it mechanical 4-wheel brakes? Has it a ten-plate, multiple-disc clutch? Has it a Fisher body? Has it adequate and efficient nation-wide service facilities? Has it more than a million enthusiastic owners?



When anyone offers you more for your used car than it will sell for on the used car market, compare the new car offered you to Buick.

BUICK MOTOR COMPANY, FLINT, MICHIGAN
Division of General Motors Corporation

The Better BUICK

Demonstrations gladly given by

The Hongkong & Kowloon Taxi Cab Co., Ltd.
33-35, Des Voeux Road. Telephone Central 1030.

RADIO LICENCES.

REGULATIONS NOW ISSUED.

The Government Gazette contains lengthy regulations under the Wireless Telegraphy Ordinance, it being stated that the grant of every licence under the regulations shall be discretionary, and every licence granted under these regulations may be called at any time upon such notice by the respective licensing authority as he may think fit, without compensation and without the return of any part of the licence fee.

The following fees are to be charged payable in advance:—
For a ship station licence, for each year commencing on the 1st January or for part of such year, in respect of each ship to which the licence applies, \$25

For a receiving station licence, for each year commencing on the date of the licence, \$5

For the transfer of a receiving station to a new address, \$1
If it is desired to continue to maintain the station or to retain possession of the apparatus after the date of expiration of this licence, a fresh licence must be taken out not later than the date of such expiration. Heavy penalties are provided by the Ordinance for maintaining a wireless station or possessing the apparatus without a valid current licence.

If it is desired to transfer the station to another address than that specified in this licence, it is necessary first to obtain the permission of the Postmaster General and to pay the prescribed fee of \$1.

The licence may be cancelled by the Postmaster General at any time, either by notice in writing addressed to the licensee at the address specified in the licence, or by a general notice in the Government Gazette, or in such other way as he may think fit. Any contravention of any of the conditions specified in the licence may cause cancellation of the licence.

REBUFF FOR TOMSKY.

T.U.C. ENDORSE COUNCIL'S ACTION.

London, Sept. 10.

The Trade Union Congress has overwhelmingly endorsed the Council's reply to M. Tomsky's telegram.—*Reuter*.

ONLY FOUR DISSENTIENTS.

Rugby, Sept. 10.

The Trades Union Congress, with only four dissentients, to-day endorsed the crushing reply of the General Council to a message of M. Tomsky, the Russian trade union leader, describing his attack on Mr. J. H. Thomas and other trade union leaders as intolerable interference.—*British Wireless*.

DAUGHERTY TRIAL.

STORY OF CHAMPAGNE DINNER.

New York, Sept. 10.

In the Daugherty trial to-day it was stated that Daugherty suggested giving King the intermediary, something for aiding in securing the reimbursement for the sale of the Metals Company, and later, at King's request, he gave him a cheque for \$50,000 at a champagne dinner in New York attended by Miller, King and Smith. The last named, who was now deceased, was an associate of Daugherty. Miller then handed Merton cheques for \$7,000,000, and Merton on the same occasion, ordered \$391,000 worth of Liberty Bonds to be delivered to a local bondbroker. The Government contends that the \$50,000 cheque and these Bonds constitute a bribe shared by Daugherty and Miller, for approving the return of \$7,000,000 to Merton.—*Reuter's American Service*.

Although he had a fractured collarbone, George Herbert Turner, 30, a Hull, fitter, swam 30 feet to safety when knocked into the Albert Dock by a falling plank.

Members of the "Fol-de-Rols" concert party, at Southend, lost jewellery and clothes worth hundreds of pounds as the result of thieves visiting their dressing-rooms.

CHANG TSO-LIN TO HELP?

NO CAUSE FOR ANXIETY.

Some interesting opinions on the military operations in Central China were recently expressed by General Yang Yu-ting, Chief of staff to Marshal Chang Tso-lin and Director-General of the Mukden Arsenal. He stated:

"As the strength and equipment of the Kuomintang troops in Honan are weaker than the Kuomintang in the North-West, the situation in Central Yangtze admits no pessimism in spite of the initial reverses suffered by the Northern troops at Yochow."

General Yang expressed his belief that Marshals Wu Pei-fu and Sun Chuan-fang are capable of dealing successfully with the Kuomintang; but in case of need, in the pursuance of the Chang-Wu co-operation agreement Fengtien will render all possible assistance in arms and funds. Furthermore, if the actual aid of the Fengtien army be required by Marshal Wu, Mukden will not hesitate to dispatch those crack regiments, which recently captured Nankow and Kuyun, to Hankow for the subjection of the Cantonese. "The Fengtien leader therefore, see no cause for anxiety or alarm."

NEW MOORINGS.

WARNING TO SHIPPING.

The Harbour Master issues the following notice:

Shipping is hereby warned that as from the 10th September, 1926, to the 1st November, 1926, experimental moorings will be laid in the following positions:—

- (1) 14 Cables N. 84 W. from Green Island Light House.
- (2) 8½ Cables S. 86 E. from Hakkoktau (South of Lye-mun Pass).
- (3) 6 Cables N. 32 E. from the Northern Extremity of Table Island (Port Shelter).
- (4) 10½ Cables S. 61 W. from Big Boulder near Gruff Head in Tolo Channel.

These moorings will be marked with small spar buoys painted red. Ships are warned to give these positions as wide a berth as possible observing that these marks may be removed or stolen by sampans, etc.

ELECTRIC DANGERS.

WARNING TO PUBLIC.

The Government Gazette contains the following notification:

The public is hereby warned of the danger incurred from interference with electric light, fan, heating, cooking or transformer bell circuits whilst the pressure is on. A fatal shock may be received if this warning is ignored.

Any repairs or alterations to wiring should be carried out by an experienced electrical contractor or other duly qualified person who must make the circuit concerned dead before commencing work.

YOKOHAMA SPECIE BANK.

A HALF-YEAR'S PROFITS.

The local office of the Yokohama Specie Bank is in receipt of a cablegram from its Head Office to the effect that at the 53rd half-yearly ordinary general meeting of the shareholders, held at the Head office of the Bank at Yokohama on the 10th inst., the report showed a net profit of Yen 14,962,168.08, including Yen 5,805,990.91 carried over from last account.

It was resolved to pay a dividend of 12% p.a. (absorbing Yen 6,000,000) for the half-year ended the 30th June, 1926, to add to the Reserve Fund Yen 3,000,000, and to carry forward the sum of Yen 5,962,168.08 to the next account.

The L.N.E.R. announce that a special motor garage, with inspection pit, has been opened at Parkston Quay to deal with the rush American tourists to the Continent.

TO-DAY

Dollar on demand 2/2 1/16 p.m.
Lighting-up 6.31 p.m.

"CLEAN" NEWSPAPERS IN U.S.

STORY OF VANDERBILT COLLAPSE.

The recent failure of three provincial American newspapers the *Illustrated Daily Herald* of San Francisco, the *Illustrated Daily News* of Los Angeles, and the *Illustrated Daily Tab* of Miami, Florida—reveals an interesting story of the rise and fall of an unconventional young editor who failed in his efforts to establish a "clean" chain of newspapers in every large town between the Atlantic and Pacific Ocean, says the Washington correspondent of the *London Observer*. Piquancy is added to the story by the fact that the hero of it, Cornelius Vanderbilt, junr., is one of the wealthiest young men of America in his own right, besides being heir to the millions of his father.

At the beginning of the war young Vanderbilt, still in his teens, had not finished the education, already begun with private tutors and private schools. Against the wishes of his family, he joined the American Army as a private and saw service in France. When the war was over his family expected him to go to Yale University to finish his education. But this did not fit in with the plans of the young woman. Instead he joined the staff of the *New York Herald* for, eight months, then migrated to the more august *Times* for some more months, and later on went to Washington as a political correspondent.

While he was in Washington he started the "C.V. Newspapers Service," being aided in this work by his wife. Apparently he made a good job of this newspaper service. But he wished to fly higher; and once again he turned a deaf ear to the advice of older and wiser heads. Although he had had but a few months' training as a reporter and correspondent, he decided to become a publisher of newspapers on a grand scale. That was just three years ago.

He began operations in Los Angeles. He formed a publishing corporation, and the name of "Vanderbilt" worked like magic. In a very short time 5,000,000 dols. had been deposited by subscribers to the stock, and the citizens of the film city anxiously awaited the first issue of "Los Angeles's first and only clean newspaper." It appeared on September 3, 1923, his mother's birthday. Its circulation was 130,000, but later on it reached the figure of 212,000. In December, 1923, he founded his San Francisco paper, with an initial circulation of 100,000. At the height of the building boom in Florida, he founded his Miami paper, which was a great success, making money from the first day. But, in spite of the success which attended his ventures at the beginning, the three papers have now gone bankrupt.

Several reasons have been put forward for the failure. First come the conditions under which the papers were run. Salaries were much too high; inexperienced people were paid \$50 a week for doing work worth half the salary. The Los Angeles paper floundered on the rock of bad tactics. Mr. Vanderbilt was foolish enough to incur the displeasure of the biggest business men of the city by attacking a charity scheme organised by them and the community.

But there was another and far more important reason why the newspapers could not succeed. Mr. Vanderbilt from the very first went in for "clean" journalism. That is to say, his papers did not contain news of crime, scandal, and other unsavoury matters. Only constructive news was to be found in the columns. Such papers stood no chance against competitors not accepting the same rule of self-denial with respect to personal photographs, divorce, death, and scandal.

Many a gardener who has recently transplanted cabbages must be noticing that some of their leaves are turning purple in the present heat says a Home paper. This is a matter of automatic self-defence on the part of the leaves, and corresponds with our own tanning in sunshine. The actual colouring-matter produced in the leaves by the ultraviolet rays of the sun, is anthocyan, a body which has the wonderful property of turning blue in alkaline solution and red in acid solution; and so has the ability to present a multitude of different hues. It is this substance which causes blue forget-me-nots to turn red as they become acid through age. It is, indeed, this substance that causes all the myriad hues of autumn.

ROOF SAFELY

and avoid endless
cost and trouble
by using

"ITALIT"

The Perfect Asbestos-Cement Roofing

STOCKS CARRIED

in Grey & Red Colours.

SHEWAN TOMES & CO.,

SOLE AGENTS.

CHATEAU CARBONNIEUX.

A Revelation in a White Wine

CALDBECK MACGREGOR & CO., LTD.

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15 Queen's Road C. Telephone 75 Central.

Columbia New-Process Records

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| | UN POCO TRISTE " " " " |
| D 1511 | CHANSON HINDSOUE... STROCKOFF |
| | GUIANRE " " " " |
| D 1372 | DANSE RUSTIQUE... SQUIRE, CELLO |
| | MERRY HARVESTER " " " " |
| D 1533 | ARIETTA... " " " " |
| | JIG " " " " |
| D 1454 | GNOMENREIGEN... POUHNOFF, PIANO |
| | TWO STUDIES (CHOPIN) " " " " |
| D 1481 | HUMORESQUE... " " " " |
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THE ANDERSON MUSIC CO., LTD.

ICE HOUSE STREET.

TEL. C. 1322

When buying Toilet requisites and articles for personal use, one wishes to be very sure that they are of the highest quality and of undoubted purity and freshness.

The Queen's Dispensary.

guarantees these qualities to all who make their purchases there, and in addition a courteous and obliging service.

22, DES VOEUX ROAD (NEXT TO WHITEWAY S) TEL. CENTRAL 492

CAFE RESTAURANT PARISIEN

FOLLOW THE CROWD.

SPECIAL MUSICAL DINNER
at \$3.00 per cover.

SATURDAY, 11th September.

BIG ENTERTAINMENT.

TWO CUTE AND HANDSOME DOLLS,
NOW ON VIEW IN OUR WINDOW,

WILL BE PRESENTED TO
THE BEST AND SECOND BEST
20-MINUTE ONE-STEP WALTZERS.

To avoid disappointment please reserve your
tables early.

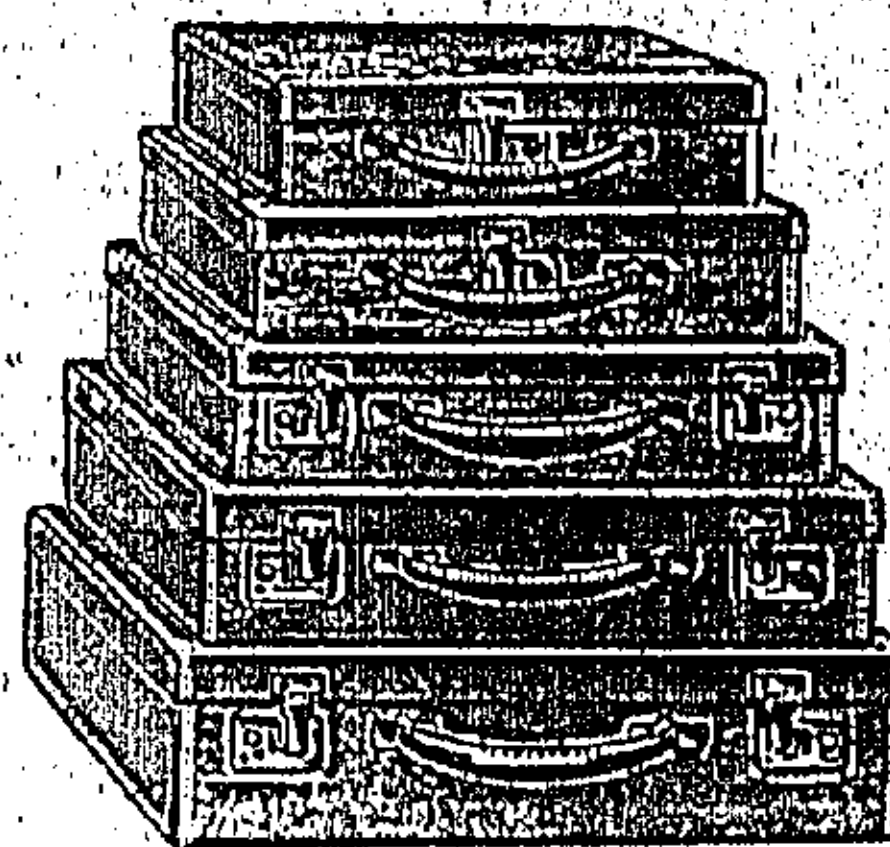
Personally or Telephone C. 1576

Wm. Powell, Ltd.

Telephone C. 4578.

TRUNK & BAG DEPT.

We have received a New Stock of English made Attache Cases, Suit Cases, Fitted Cases, Holdalls, Linen Bags, Hat Cases, Fibre Trunks, etc.



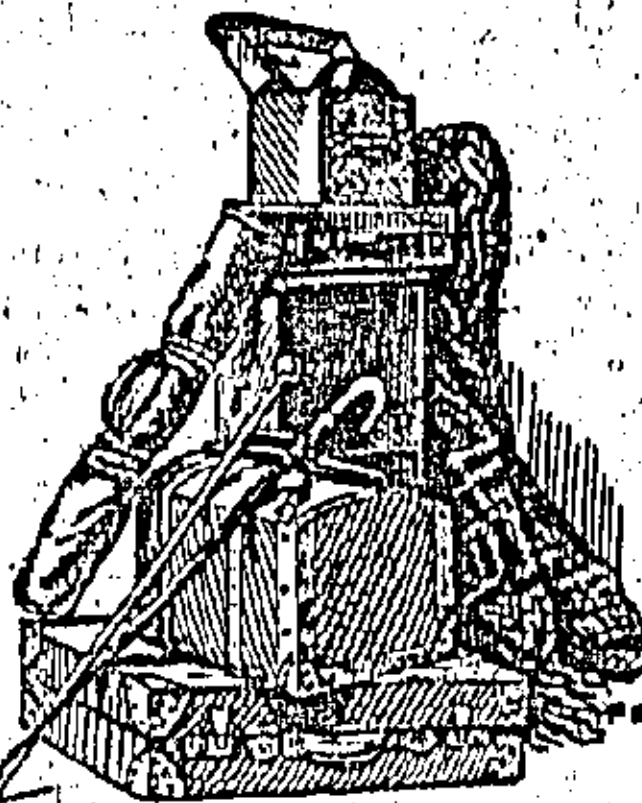
The Suit and Attache Cases are fitted with new patent locks which positively prevent the lid flying open, this so often happens with the old style of fastening.

ATTACHE CASES

Stock in 12" 14" 16" 18" 20" from \$8.75 to \$26.00 each
SUIT CASES in sizes 22" 24" 26" 28" from \$27.50 to \$65.00

Brown or Green

Fibre Trunks from \$29.50
Fitted Suit Cases " " 75.00
Hat Cases " " 15.00
Holdalls " " 11.50
Linen Bags " " 8.50
Brief Bags " " 21.50



You are invited to step in and inspect our Stock without any obligation to purchase.

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DAI NIPPON BREWERY

Co., Ltd.

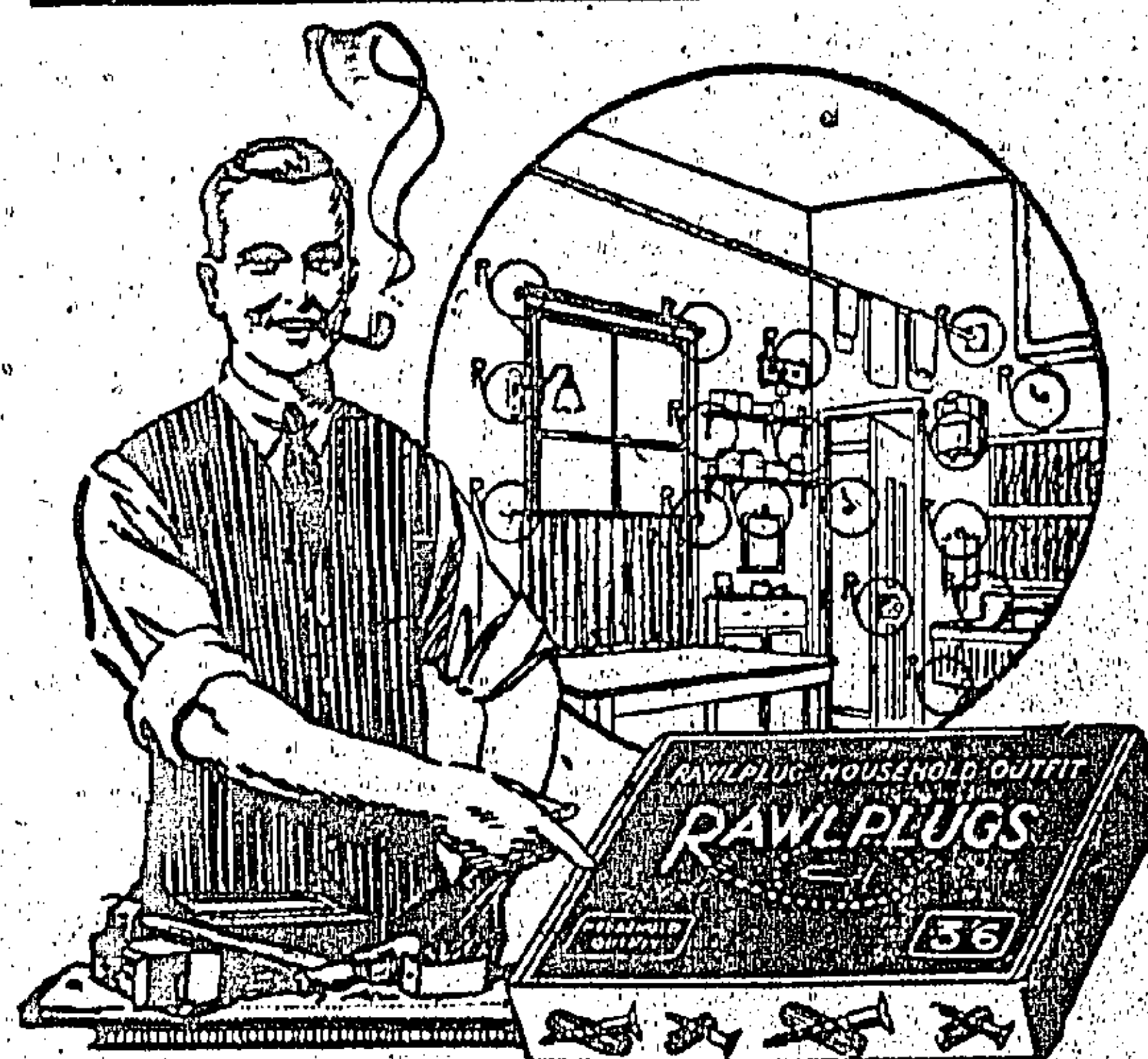
TOKYO JAPAN

Specially Brewed for Export.

Sole Agents:—

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Every Fixture in your Home can be
neat and firm

IN EVERY home there are dozens of articles—shelves, cupboards, coat hooks, etc.—all of which must be fixed securely and neatly. There is only one method of ensuring real and permanent satisfaction—and that is the Rawlplug method—successful on walls of any material from plaster to concrete.

The Rawlplug Outfit contains everything necessary to enable anyone, without previous experience, to do these jobs himself.

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| (1) Invisible when in position. | (3) No damage to Walls. |
| (2) Anyone can use them | (4) There is a Rawlplug for every screw. |



Obtainable from all stores, or the Sole Agents

The General Electric Co. of China, Ltd.

GUARANTEED WORK AT CUT-RATE PRICES.

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CHILD-MIND OF CRIMINAL.

AVERAGE "MENTAL AGE"
ONLY FOURTEEN.

Observations upon the intelligence of 200 male prisoners in Brixton Prison have just been carried out by the medical officers, Dr. H. A. Grierson and Dr. C. H. L. Rixon.

The results do not support the view that a man who takes to crime is necessarily inferior in intellect to the righteous. "On the contrary," the doctors declared, in the *Lancet*, "they confirm the view generally held by those who have had experience of the criminal, that his intelligence is in no way below that of the 'man in the street.' He is the 'man in the street.'"

No prisoner whose age was over 35 was included in the observations. The average "mental age" of the 200 prisoners was exactly 14 years. At the lowest end was a man charged with a trifling offence, whose mental age was only 5-6 years, although, according to his own statements, he was actually 32 years old.

An Intelligent Burglar.

At the other end of the scale were four prisoners, each with a "mental age" of 19½ years, who were "plainly men of high mental ability." One was charged with burglary and acquitted, but had two previous convictions for a similar offence; the other three were severally convicted of theft, breaking into a church and stealing, and being a suspected person.

Of the 200 prisoners examined, 181 were convicted, one was found to be insane, one mentally deficient, and 17 were acquitted, of whom eight shared 20 previous convictions.

"The number examined," it is pointed out, "are too small to warrant any hard-and-fast conclusions, but it is interesting to observe the relatively high intelligence displayed by the fraud and forgery group."

The standard of scholastic attainment is worthless as a guide to intelligence, the doctors emphasise. "They consider that the most interesting figure emerging from their study was the average mental age of 14 years. 'No statistics are available, as far as we are aware, of the average mental age of the population as a whole,' they add. 'It would probably prove to be no higher than this, and many competent observers think it would be lower.'"

YANGTZE OUTRAGES.

AMERICA CONCERNED.

Shanghai, Sept. 10. American officials still disclaim any knowledge of the reported participation of American warcraft in the Yangtze engagement.

A former British naval officer, now a pilot in the merchant service, Mr. Thomas Fairburn, arriving from Hankow on the steamer Kungwo, asserts that the American gunboat Stewart was attacked while passing Yanglo, fifty miles from Hankow, when two seamen were wounded, one being shot in the leg and the other in the ankle, and were taken to Hankow.

A report from Wanhai states that Lieutenant C. F. Ridge, of the Cockchafer, was shot down ashore when returning to his ship after a futile effort to negotiate with Gen. Yang Sen, preceding the battle.

It is authoritatively reported that all the foreigners have evacuated Chungking.—*Router*.

Threat to Wuchang.

Shanghai, Sept. 10. Hankow reports dated the eighth, disclose that Wuchang is still held by the Northerners, and the foreigners within the walls are safe. The Southern commander threatens a bombardment unless there is an unconditional surrender.

All reports concur that Wu Pei-fu departed by the Hankow railway for the north on the night of the sixth, and is believed to be now at Hsiaoan, fifty miles from Hankow.—*Router*.

Chinese Reports.

Canton, Sept. 10. Serious fighting broke out at Nanchang on the 8th between the Kwangtung and the Kiangsi troops, but no result has been announced.

It is reported from the Army Headquarters that Chang Kai-shek has decided to attack Kiangsu and Kiangsi in two directions, one advancing from Shensi to attack Nanking and the other from Ping-kong to attack Kiangsi, in order to establish connection with Hanchow, Hupoh and Kiangsi, and will go up to the North after clearing the upper and lower Yangtze.

Chang will shortly proceed to Hanyang to inspect his troops and discuss measures to make a combined attack against the North. He has ordered his forces to attack Mo-shing Pass in order to cut off the retreat of Wu Pei-fu's army.

Chang intends to proceed to Hanyang with General Gallant to inspect the Arsenal, and to devise measures to increase the output of munitions.—*Wah Kiu Yat Po*.

Fengtien Aid.

Shanghai, Sept. 10. The Fengtien clique has decided to send eight divisions to help Wu Pei-fu. The first objective is Wuchang and Hankow, and the final one is Canton.

The Fengtien forces will start in two directions, the Chili and Shantung troops to be placed under the command of Chu Yuk-pok.

Wu Pei-fu has stated that he only needs funds and ammunition, as the present strength of his forces is quite sufficient to recover his lost territories. He is not willing to have the Fengtien forces come to Hupoh.

Chang Tsung-cheong has declared that he will send 120,000 of his forces to the South, and will discuss the proposal with Sun Chuan-fang.

Silver Bullets.

The Fengtien clique has decided first to supply Wu Pei-fu with \$500,000.

Wu Pei-fu's forces in Wuchang city have refused to surrender and demand the retention of their arms, together with the payment of \$100,000 for their evacuation expenses, before handing over the city. The Southerners insist on an unconditional surrender. Wu Pei-fu is reported to be at Hanchow with more than 100,000 of his forces, and is planning to resume the offensive at Hankow and Hanyang.

Some prominent inhabitants of Chokiang and Kiangsu, being desirous to preserve the peace of the two provinces, strongly advocate peace with Chang Kai-shek. The representatives of the inhabitants have proceeded to Nanking to interview Sun Chuan-fang about the matter.

Sun Chuan-fang is reported to have decided to proceed to Kiangsi, on the 11th, on his way to the front to direct operations. Some 50,000 of his forces have been sent or are on the way to Kiangsi. They are moving towards Hankow.—*Wah Kiu Yat Po*.

Japanese Cabinet Discussion. Tokyo, Sept. 10. This morning the Cabinet discussed the Chinese situation, but beyond agreeing to the necessity for maintaining a very vigilant

watch on possible developments, it was decided that it was not yet time for Japan to consider any positive step, though it empowered the Foreign Minister to take any measure deemed necessary in the event of exigency.—*Router*.

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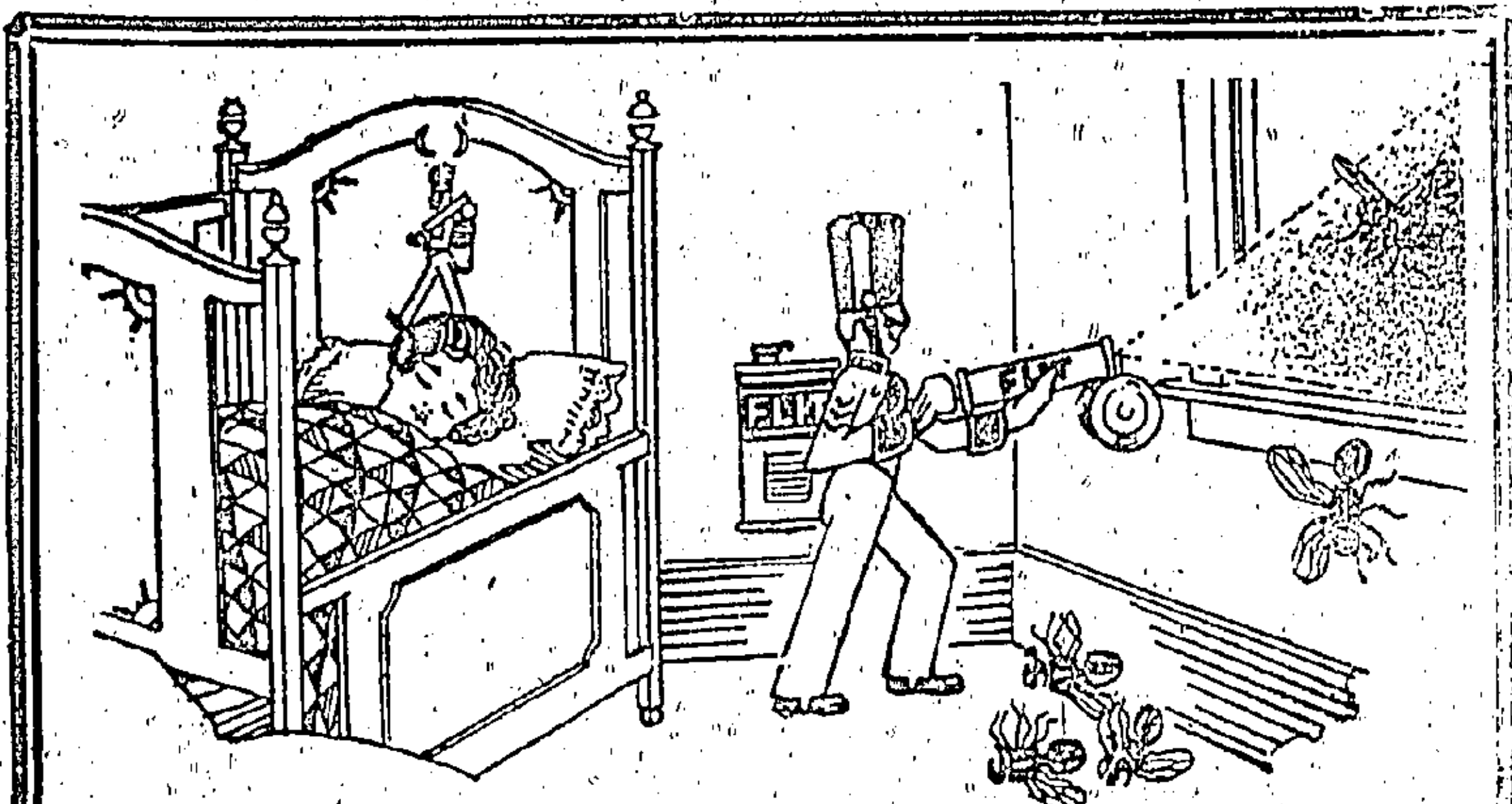
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No. 7 The Peak "Tor Crest."	R. B. L. 46.
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" 55 "	R. B. L. 79.
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" 173. "No. 1 Mountain View."	R. B. L. 35.
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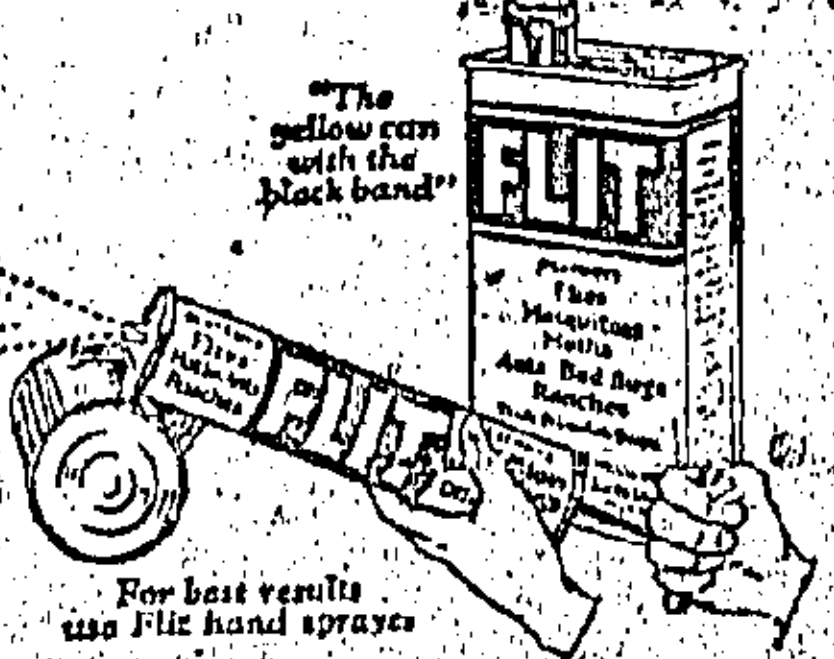
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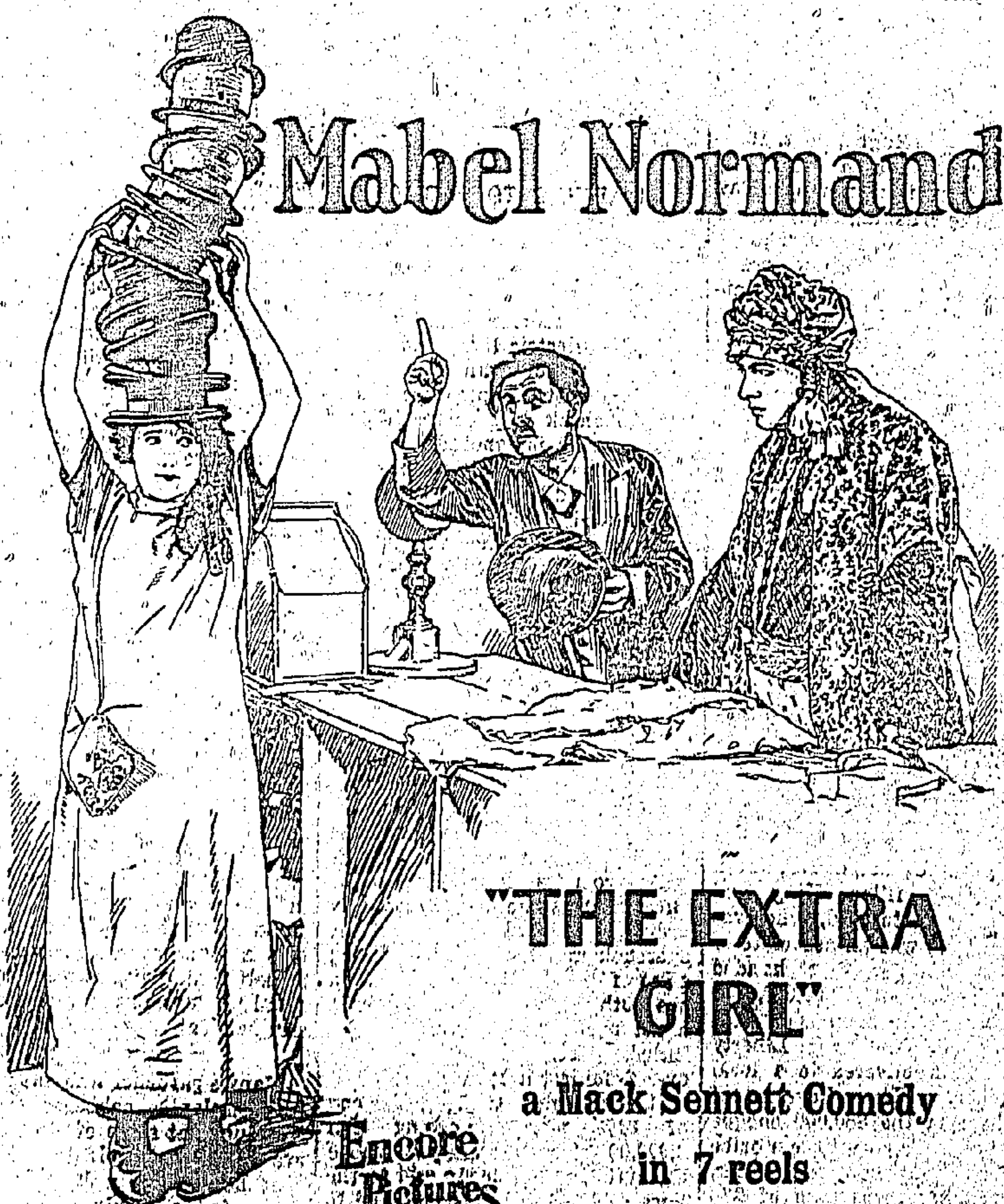
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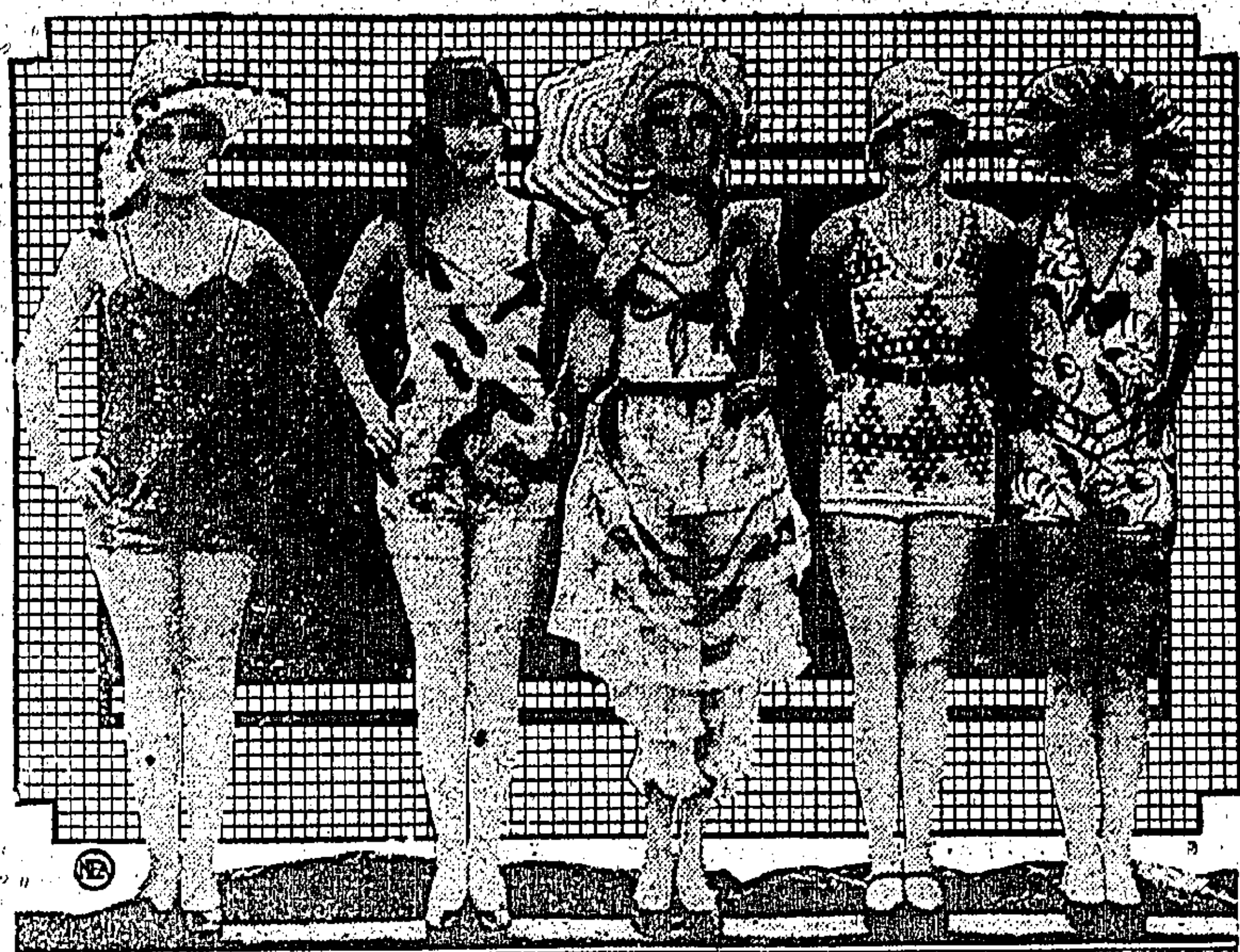
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WOMEN'S INTERESTS

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Five cinema actresses demonstrate the latest styles in bathing suits. They are, left to right, the Misses Thelma Hill, Violet Byrd, Ruth Taylor, Margaret Hampton, and Muriel Montrose.

CINEMA STARS FADS.

Gay are the summer fads of the cinema stars. Always irrepressible, the motion-picture girls are wearing original creations—some outlandish, some useful.

Knee-pads, electric-lighted dresses, transparent bathing suits and ice-caps are among the innovations.

Colleen Moore, 'First National' star, for example, is wearing wide-brimmed straw hats—from two to three feet in diameter.

Mary Astor, from the same studio, has adopted the French knee-pads. These are worn with short skirts. They are buttoned affairs which stretch from the bottom of the knee-cap for a space of eight inches above it.

Marie Prevost, former Sennett and Christie bathing beauty, now headliner for Metropolitan, has a new-fangled love-anklet. It is of solid gold with a heart-shaped padlock for a clasp.

"It's worn under the stocking," Miss Prevost said, "on the left ankle."

Corinne Griffith has originated an idea which is both economizing

and beautifying, she declares. She wears electrically-lighted gowns. The dress is of white, flimsy material; tiny bulbs of different colours are fastened in its under-slip, and a small dry battery is so secreted also.

"At night, I can change the colour of my gown at will by lighting the different coloured globes," says she. "This gives a beautiful transparent effect, besides making one gown appear like several different ones."

The cooling device is announced by Anna Q. Nilsson. She has devised a hat with a rubber false crown, in which ice is inserted, acting as a cooling agent.

Dorothy Seastrom is thrilling beachgoers with a transparent bathing suit. Not that the on-lookers are able to discern the charms beneath the suit. But the costume is so constructed of shimmering beads that when the charming young player enters the surf, the beads take on a transparency, heightened by the effect of the glistening water.

Another new beach outfit is one designed by Dolores Del Rio, Mexican actress. Her surf outfit is cut man-fashion, but with a collar of silk. A loose Windsor tie of the same colour as the suit is worn with the collar.



Evening gown and cambric knickers are here pictured. The inset shows the hemline of a dress of green chiffon.

FASHIONS, FADS AND FANCIES.

There is no doubt that American women are very enterprising where novelties, to adorn their legs and feet are concerned. A number of American women at a London party attracted a good deal of attention by the smartness of their clothes, and particularly their foot-wear. It was noticed that they all wore the thinnest of silk stockings, and that one chic girl wore a delightful anklet of diamonds on her left leg, under her gossamer stocking. Her shoes were of black satin. Most of the other American women wore cream or light brown shoes, banded with silver, or gold.

Jockeys Jumpers.

Jumpers and blazers made in patches of colour, like a jockey's coat, are becoming very popular. Particularly is this so with children's blazers. A schoolgirl, who has carried out her school-colours in this way, rightly considers it most, effective over her short, brown, pleated "gym" tunic. But it is very pleasing to see a girl playing tennis, and wearing her "jockey" blazer made in pastel pink and cream shades, in a soft jersey cloth.

Wooden Bangles.

Not only are gold bangles richly studded with jewels fashionable, but wooden bracelets are, just now, even more popular when they, too, are studded with a variety of precious jewels. A little finely-worked metal is also considered de rigueur on these wooden bangles. A very popular bracelet is made of polished and fragrant-smelling rosewood, and this is one of the fashionable fads in Paris at the moment.

Hours for Scarves.

A scarf for every hour of the day seems to be the latest fashion whim. So, when wearing a tailored suit, there should also be a crepe-de-chine scarf of a dark, rich colour, fringed with a brighter shade. But the cape-coat demands a scarf which matches the wearer's hat, and these may be of batik silk, or daintily-embroidered nylon. The afternoon frock of thin crepe-de-chine will be accompanied by a huge handkerchief scarf knotted around the neck in some original fashion, and it is correct to wear a long chiffon, or organdie scarf with the chiffon frock. Of course, a lame scarf of some pastel shade is the prettiest scarf for evening wear.

Seen in the Stores.

A novel and delightful fire-screen, designed on the old-fashioned square lines and raised on a pedestal. It is of inlaid wood, and surprisingly enough, one side of the screen is lowered, and it becomes a small writing table, with receptacles for stationery, pens and pencils.

Care of the Feet.

The care of the feet and ankles is of the utmost importance in these dancing days. Every night, you should massage the ankles with the fingers, dipped in a little spirit, stroking from the instep towards the calf, and exercise the muscles by turning the foot with a circular movement and shaking it out from the ankle-joint.

Spun Glass Dress.

The Infanta Eulalie owned a dress made of 2,500,000 threads of spun glass. It weighed but a pound. The total costume of the maid of 1926—oft weighs but a pound, according to statistics.

Dressed in Sparkles.

At a theatre in London the other night, where many Society people assembled, the present, feminine taste for glittering clothes was seen at its height. One titled lady was richly clothed in a dress made entirely of golden sequins, and a small scalloped bolero, cut low at the back. A Duchess was wearing a gold and black net turban, and some really beautiful pearls and emeralds; while a well-known dancer, in the audience, had a white gown covered with sparkling ornaments.



Anna Stern with a "Tango" haircut, Isabel Zehner, who represents Chicago in the National Charleston contest wearing the "Charleston," and Nina Sorel, with a "Hesitation."

THIS WEEK'S RECIPES.

SIMPLE ICES.

It is a mistaken idea that ice cream is both expensive and troublesome to make. Some kinds, of course, are too elaborate for home cooking, but ordinary ice cream is no more expensive than the every-day pudding.

Choose an up-to-date freezer, of a size suited to the household requirements; a one-quart size will serve eight, and the two quart, twelve to fourteen helpings.

In making the ice note the following points. All cooked mixtures must be perfectly cold before being placed in the freezer. Custard mixtures should be thick enough to coat the spoon, and must be thoroughly cooked.

Cream ice freezes quicker than water ice.

Colours deepen when frozen, so be careful in adding colouring.

Freezing seems to lessen the sweetness. The addition of sugar must be done with great care, as the mixture will not freeze properly if the cream is either too sweet, or not sweet enough.

Unsweetened evaporated milk may be used instead of cream.

As a rule very clear and explicit directions are issued with the freezer. The "charging" is almost invariably a mixture of ice and salt, the proportion being two-thirds ice to one-third salt. The ice must be broken fine, the salt, freezing salt, not the ordinary coarse kind.

All freezers must be carefully washed and dried before being put away, and it is better to keep the lid off the can.

A Good Ordinary Mixture.

One pint cream, or unsweetened evaporated milk, or half and half. Half a pint new milk, 4 ozs. of caster sugar. Mix together and freeze, according to directions.

A Custard Mixture. Make a pint of custard, allowing 2 to 4 eggs to the pint of milk according to the richness desired,

add a dessert spoonful vanilla or strawberry sauce poured over, essence. Add half a pint of cream, and see that it is sweet enough. Freeze according to directions supplied.

These mixtures may be varied by the addition of 2 tablespoonfuls of wine or liqueur, or 2 ozs. of chopped nuts, ginger, cherry, or pine.

How to Serve.

"Sundae" are served on little plates with a chocolate, raspberry,

or strawberry sauce poured over, and decorated with chopped nuts. Serve Melba in a glass dish with halved pears or peaches on top, and an Escottier "Sauce Melba" poured over.

Serve coupe Jacques in long stemmed glasses, with a little fruit below, flavoured with liqueur, and strawberry or other fruit sauce on top.

INDECISION.

It is an open question whether men and women who cannot make up their minds are more of a nuisance to themselves or to other people. The prospect of "having to decide" is a horror which they dare not envisage, and whether it is the colour of a hat that comes in question or a journey to Italy, they will put off the evil moment of discrimination till pressure of circumstances compels an answer of some kind. And generally—such is the panic—it is an unsatisfactory one.

Indecision generally results from a failure to pin down the circumstances of a case to one or two salient points. Some people, indeed, have an inherent disability which prevents them from knowing what they want to do from one moment to the next. If they do this, they may not like it; if they don't do it, they may be unhappy at having missed it!

As a rule, offenders in this class generally end by alienating all their best friends and remaining on good terms only with those who are equally erratic or whose good nature (may they be praised!) is inexhaustible.

But the indecisive person can create great havoc in a world

A CHILD'S THOUGHTS.

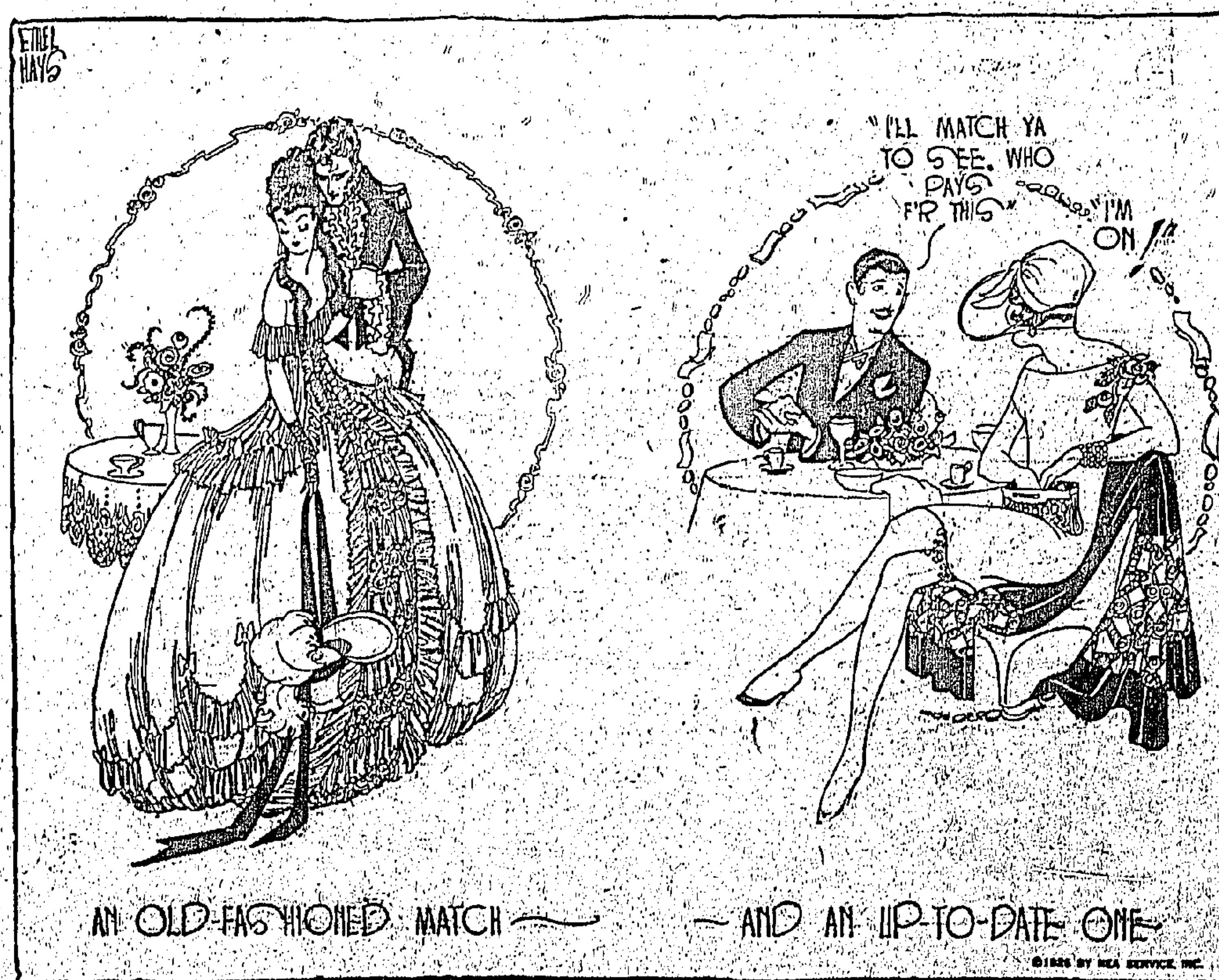
The spider weaves his silver wire
Between the cherry and the brier
He runs along and sees the thread
Well-fastened on each hawser-head
And then within his wheel he dozes,
Hung on a thorny stem of roses,
While fairies ride the silver ferry
Between the rose-bud and the cherry.

WILFRID THORLEY.

which, even in its pleasures, has little time to lose. If you are indecisive, make a habit of boiling down any particular problem to its obvious essentials. If it is a theatre: "Do you want to go to the theatre? Can you afford it? Can you spare the time?" Habitual waverers will probably be terrified at such a catechism, but indeed it is the only way to deal with a temperamental shortcoming which, according to one of our most famous novelists, is a fatal flaw in character.



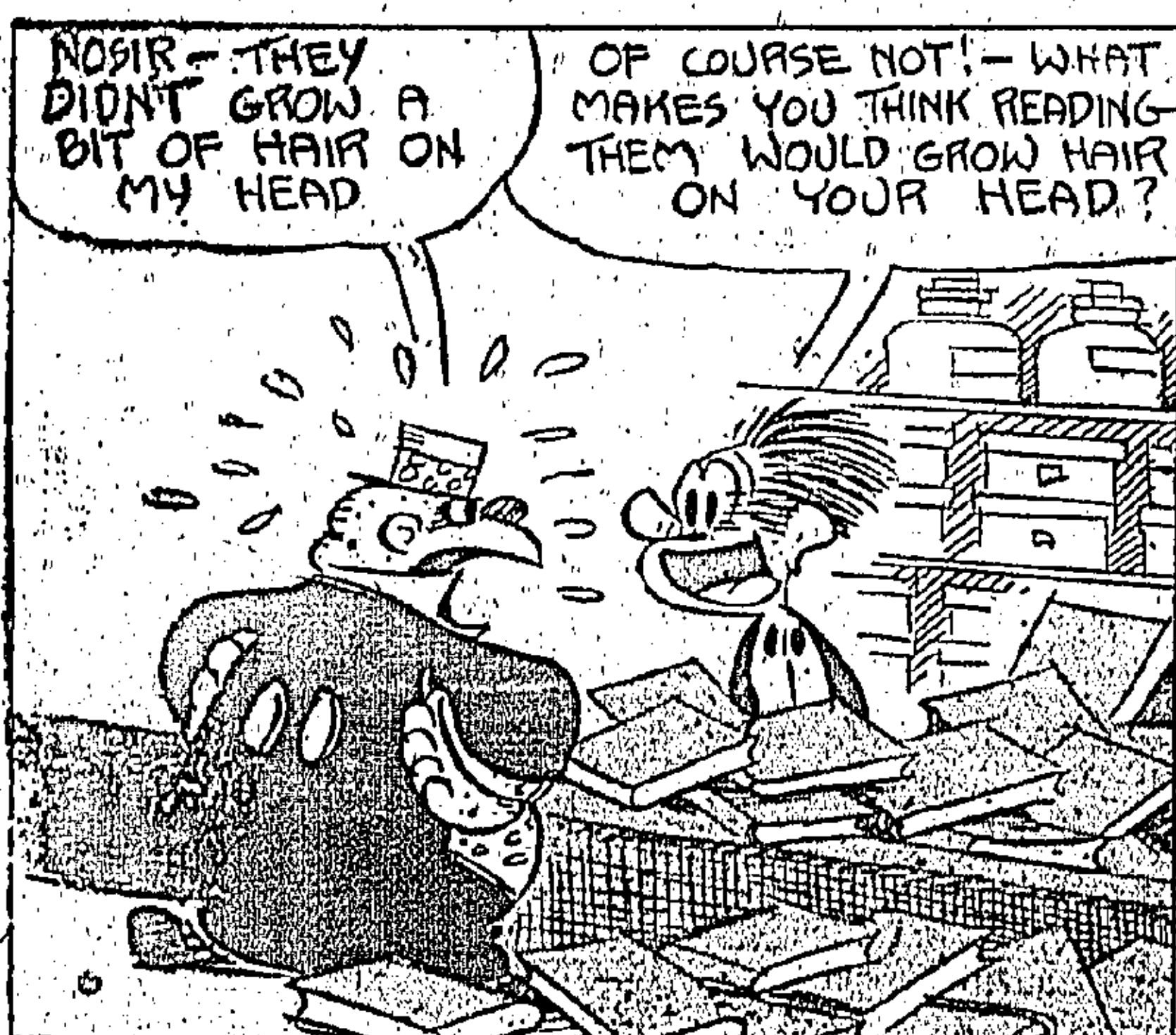
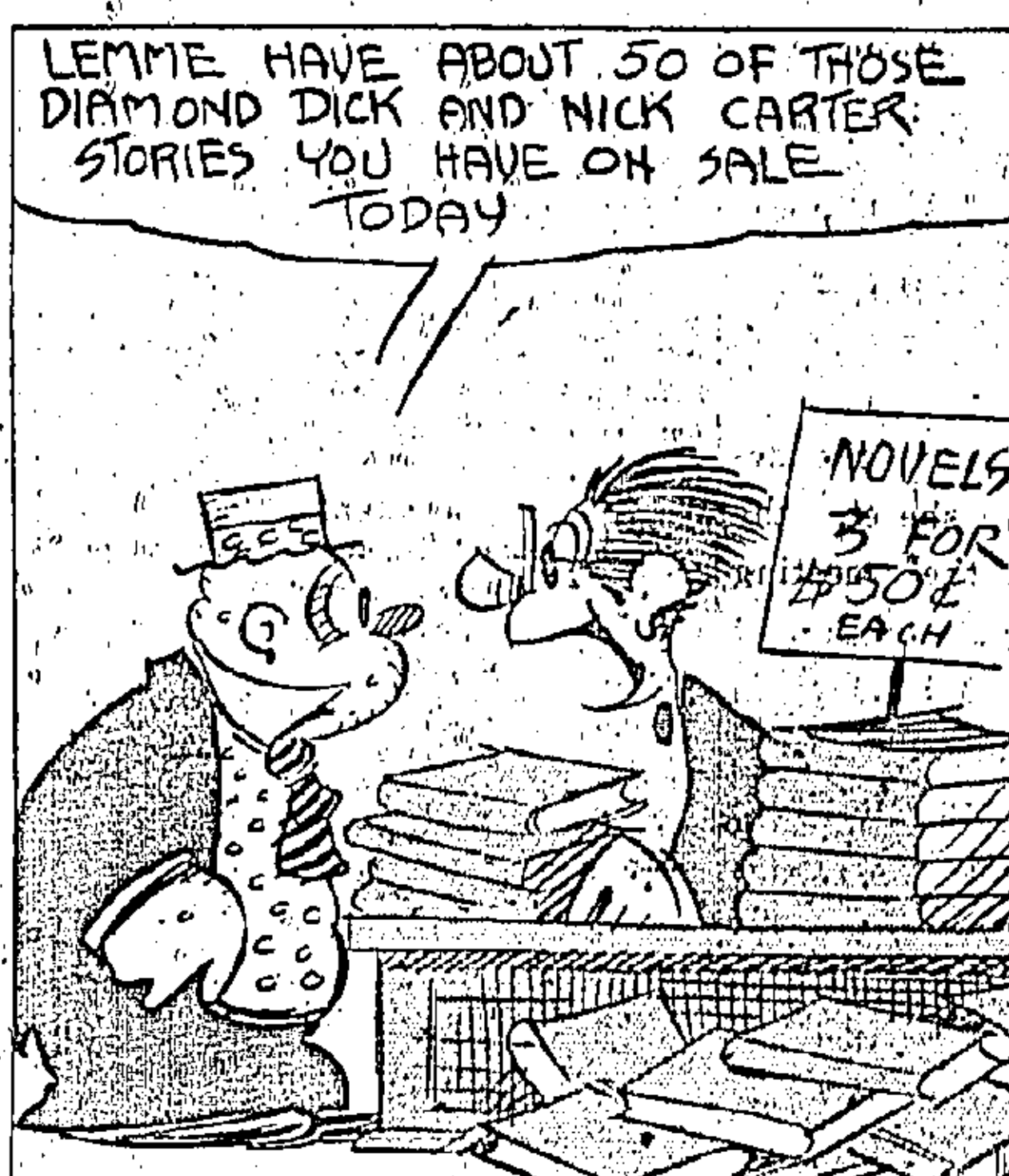
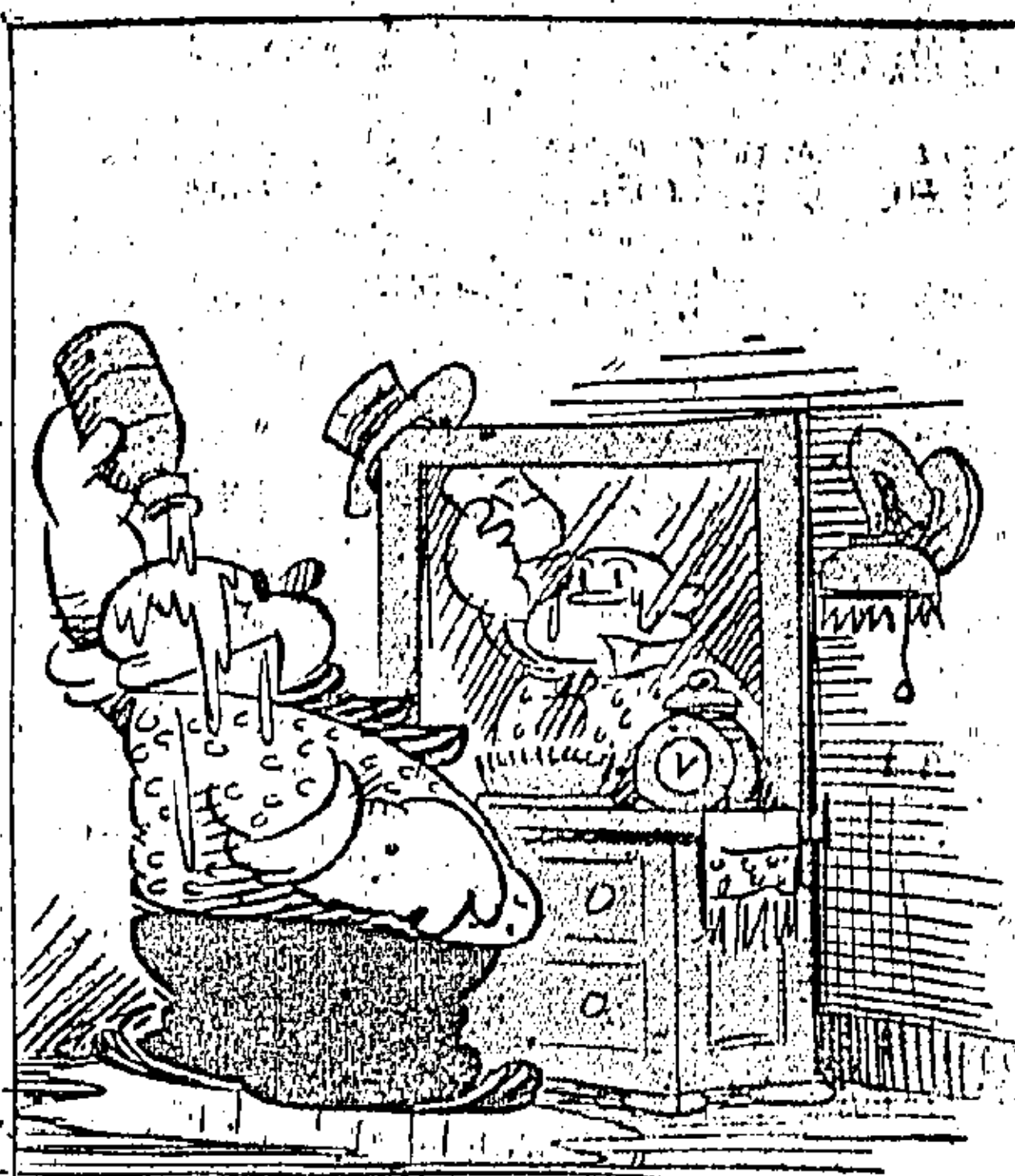
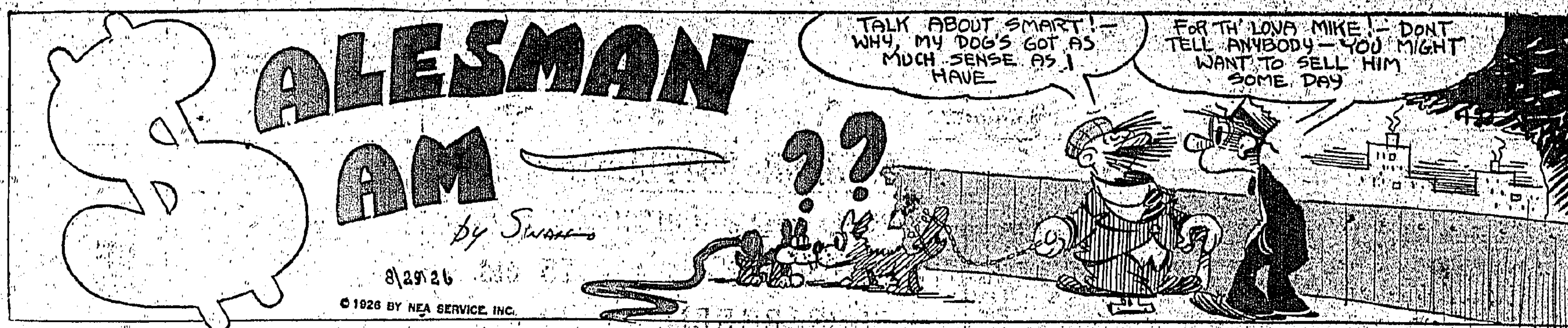
This very attractive frock consists of striped material in red and blue. Pointed bands of navy blue chiffon, accent the blue and finish the frock. The sleeves with their voluminous ruffles are very smart indeed.



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Tjisaroa	Shanghai	20th Sept.	23rd Sept.	Batavia
Tjibesar	Japan	23rd Sept.	29th Sept.	Batavia
Tjimanoeck	Java	28th Sept.	30th Sept.	Shanghai
Tjilboet	N. China	29th Sept.	1st Oct.	M'kar & Java
Tjikembang	Batavia	2nd Oct.	5th Oct.	Shanghai
Tjisondari	Shanghai	4th Oct.	7th Oct.	Batavia

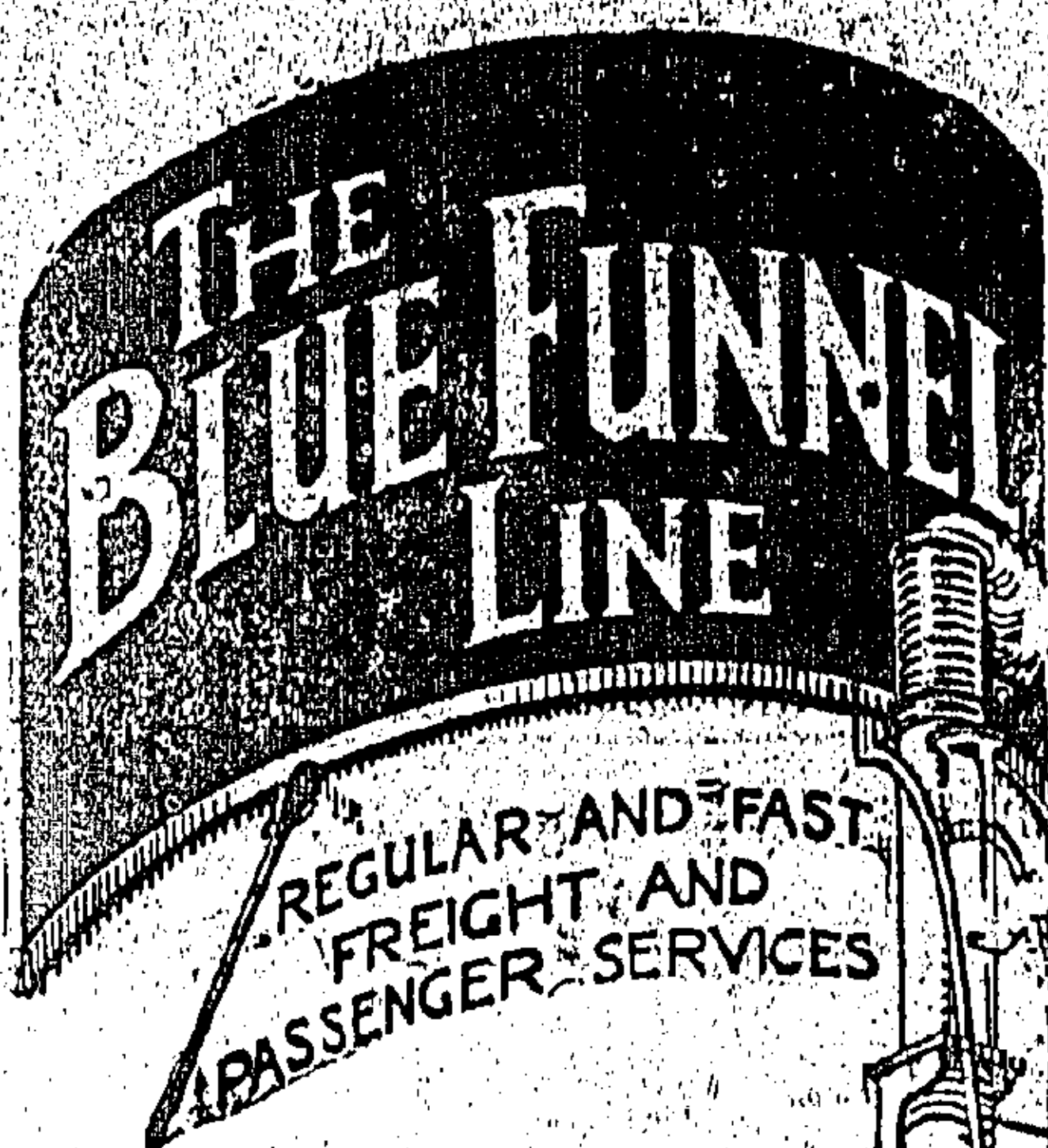
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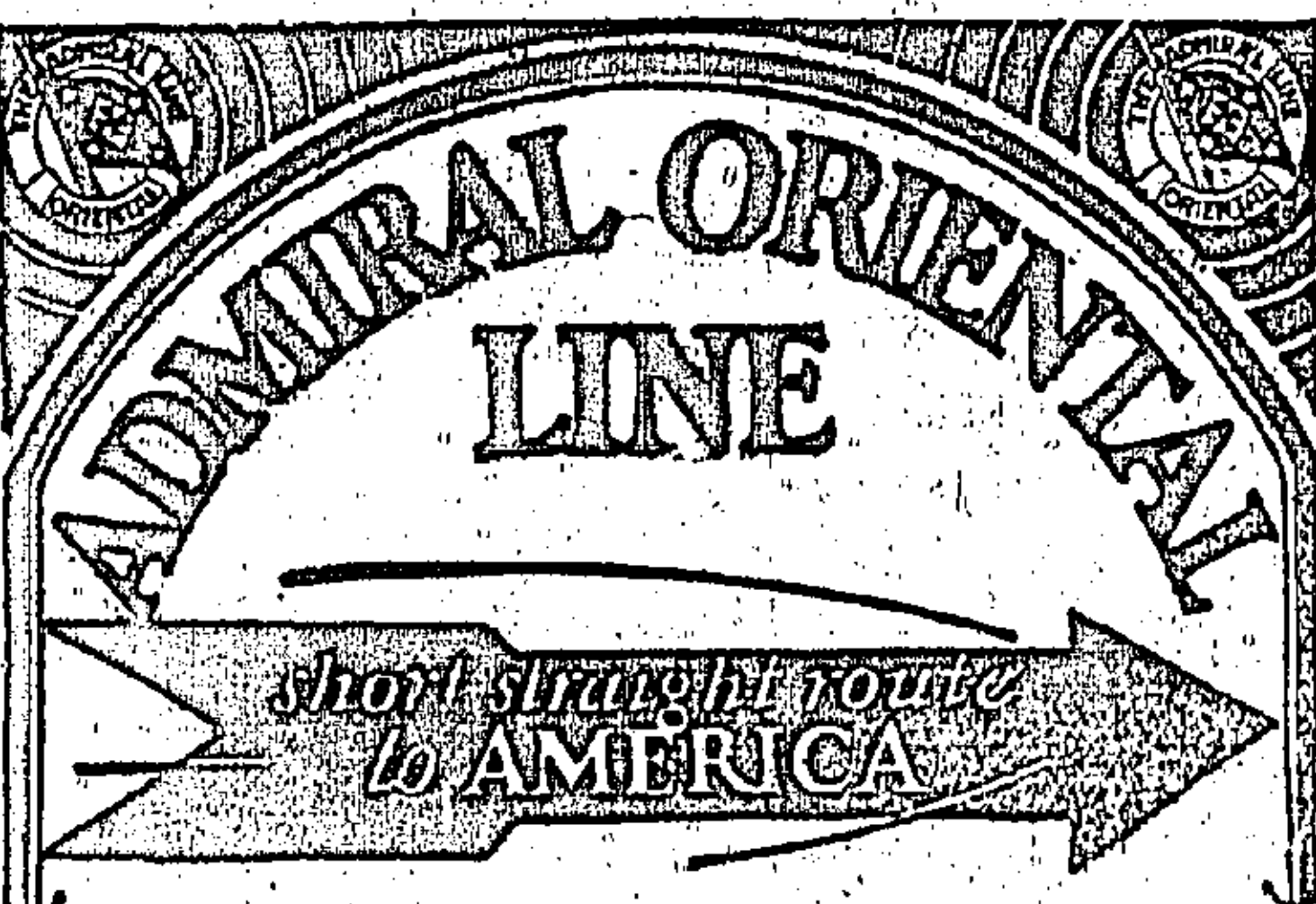
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For Freight or Passage, apply to

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CHINESE UNIONS.

REFERENCE AT TRADE
UNION CONGRESS.

Later.

The Trade Union Congress at Bournemouth rejected a motion for reference back of the General Council's report on Trade Unionism in China. The mover of the motion referred to the suppression of Trade Unions in Shanghai and said the only place in China where Trade Unionism flourished was Canton.—*Reuter.*

KUOMINCHUN DEED.

MISSION STATIONS
PLUNDERED.

Shanghai, Sept. 10.

The Belgian Mission states that retreating Kuominchun soldiers killed the Belgian Father Lauwers, burnt three mission stations and plundered seven in the apostolic vicariate of Siwantze, north-east of Kalgan.—*Reuter.*

HOME LEAVE

All those who are contemplating taking leave next year should register for accommodation without delay.

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Insults recently directed at the uniform of the former imperial army have provoked a vigorous protest from the German Officers' League. Caricatures and affronts aimed at the military uniform of the ex-kaiser's troops, abounded throughout Germany during the heated political campaign preceding the national referendum on the ex-royalties' property claims. In their protest, the ex-officers demand a strict government investigation and punishment of the offenders. Socialist circles ridicule the protest and defend the mocking of the former imperial army. Observers insist that the protest itself shows a strengthening of the reactionary forces in Germany.

GREEK CLASH

REPUBLICAN GUARD IGNORES ORDERS.

Athens, Sept. 10.

Whether the latest rebellion was organised to facilitate the escape of Gen. Pangalos, or whether it reached the more ambitious plane of an attempted revolution, is still unknown, but the city has endured very anxious hours during the disturbances.

The news of a threatened rising was spread yesterday morning. *Reuter* interviewed Colonel Dertillis, commander of the Guard, who was just stating that it was Kondilis, and not the Guard, who had revolted, when shots rang out, and the region soon became the centre of the danger zone. Subsequently firing was audible all round. Unorganised mobs, possibly Communists and Monarchists, joined in. Some seized armoured cars, in which they drove, firing along the streets. Government artillery came into action at mid-day, and the mutineers later surrendered. The Republican Guard has been definitely disbanded, and will be deported to various islands. The ringleaders will be court-martialled.

Later.

Order has been restored. It is reported that 40 were killed and 100 wounded in the street fighting.—*Reuter.*

Exchange of pulpits for a month's holiday ministry brought the well-known Detroit preacher, Dr. Lynn Harold Hough, to the City Temple, and took Dr. F. W. Norwood to Detroit.

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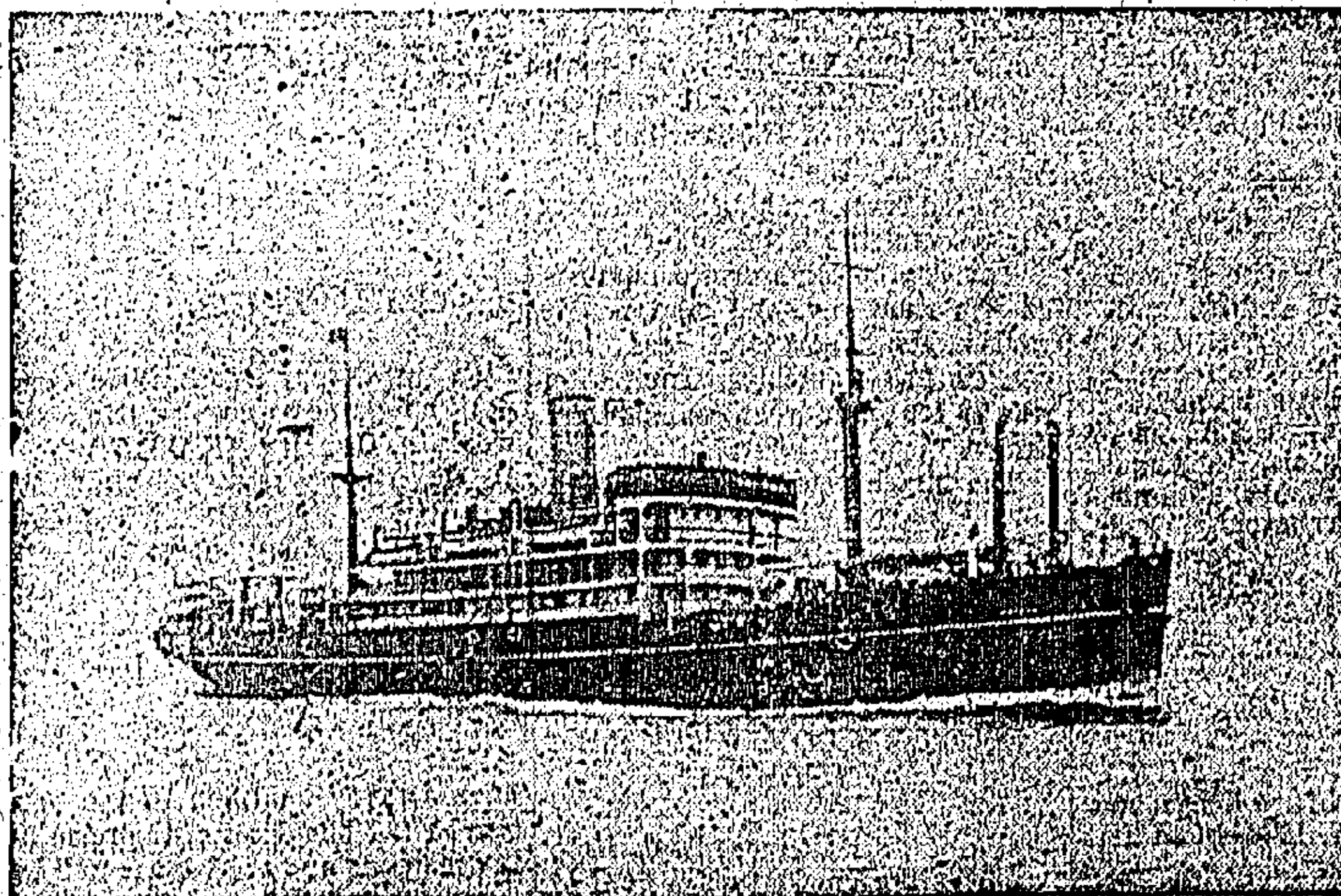
TELEGRAPHIC ADDRESS "MANIFESTO", HONGKONG;

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	Tons	From Hongkong (about)	Destination
MALWA	10,941	18 Sept. noon	Marseilles & London
KIDDERPORE	5,334	20th Sept.	S'pore, P'ang C'bo & B'bay
NELLORE	6,853	29th Sept.	S'pore P'ang C'bo & B'bay
KASHGAR	9,005	2nd Oct.	M'les L'don, A'werp & Hull
JEPPORE	5,318	11th Oct.	S'pore P'ang C'bo & B'bay
MOREA	10,918	16th Oct.	Marseilles & London
KHYBER	9,114	30th Oct.	M'les L'don & A'werp
NYANZA	7,023	30th Oct.	S'pore, P'ang C'bo & B'bay
MANTUA	10,902	13th Nov.	Marseilles & London
DEVANHA	8,155	25th Nov.	S'pore, P'ang C'bo & B'bay
KARMAHA	9,128	27th Nov.	M'les L'don Antwerp
MAEDONIA	11,089	11th Dec.	Marseilles & London
DELTA	8,097	23rd Dec.	S'pore Penang & Kobe
KHIVA	9,135	25th Dec.	M'les L'don & Antwerp
MALWA	10,941	8th Jan.	Marseilles & London
KALYAN	9,144	22nd Jan.	M'les L'don & A'werp
MOREA	10,918	5th Feb.	Marseilles & London
KASHGAR	9,005	19th Feb.	Marseilles & London

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyrus, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S. S. Co.

BRITISH INDIA-APCAR SAILINGS

SANTHA	7,704	15th Sept.	S'pore, Penang & Calcutta
TILAMA	10,006	21st Sept.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	1st Oct.	Manila, Sandakan, Thurs.
ARAFURA	6,000	29th Oct.	Island, Townsville, B'bane.
TANDA	6,956	2nd Dec.	Sydney and Melbourne.

*Calls at Kolambagan Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.

The P. & O. S. S. Co. Ltd. steamers will also call at Shanghai, Haikou, Cebu, Kolambagan, Tawao, Timor, Darwin, or other ports on route as inducement offers.

Frequent connections from Australia with the following:—
The Union S. S. Co's Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Services of Steamers to London via the Cape.
The New Zealand Shipping Co's Steamers for Southampton and London via Panama Canal.**SAILINGS TO SHANGHAI & JAPAN**

MOREA	10,918	16th Sept.	Shanghai Moji & Kobe
SHIRALA	7,841	18th Sept.	Shanghai Moji & Kobe
NYANZA	7,023	26th Sept.	Shanghai Moji & Kobe
TALMA	10,000	26th Sept.	Shanghai Moji & Kobe
KHYBER	9,114	1st Oct.	Shanghai Moji & Kobe
ARAFURA	6,000	5th Oct.	Moji, Kobe, Osaka & Yoko
MANTUA	10,902	16th Oct.	Shanghai Moji & Kobe
MIRZAPORE	6,715	23rd Oct.	Shanghai Moji & Kobe
KARMAHA	9,128	25th Oct.	Shanghai Moji & Kobe
DEVANHA	8,155	30th Oct.	Shanghai Moji & Kobe

All dates are approximate and subject to alteration without notice.

*WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 21 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freights, etc., apply to
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P. & O. Bldg., Connaught Rd., C. Agents.**SERVICES CONTRACTUELS.**

Mail Steamers	Next Sailings from Marseilles	Prop. arr. at Hkg. and Sailing for Shanghai & Japan	Prob. Sailing from Hongkong for M'les.
AMAZONE			14th Sept.
ANGERS			28th Sept.
D'ARTAGNAN		15th Sept.	12th Oct.
ANGKOR		28th Sept.	26th Oct.
PORHOS	10th Sept.	12th Oct.	9th Nov.
CHAMBORD	24th Sept.	26th Oct.	23rd Nov.

RATES OF PASSAGE MONEY TO MARSEILLES.(including Table Wine and free Doctors' attendance)
A Class 1st Class £99.0.0 B Class 1st Class £85.0.0
Steamers 2nd Class £70.0.0 Steamers 2nd Class £61.0.0

Through Tickets to London and Loading Towns of Europe.

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S.S. MIN from Dunkirk, L'don, Havre is due to arrive about 23rd September.

For full particulars apply to
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Regular four-weekly service between Japan, Vladivostok, China, Hongkong, Manila, Singapore

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Genoa, Marseilles, Rotterdam, Amsterdam, Hamburg, Bremen and North Continental Ports.**Arrivals From Europe.**

S.S. OUDERKERK	20th September.
S.S. SIMALOER	13th October.
S.S. OLDEKERK	16th November.

Sailings for Genoa, Marseilles, R'dam, A'dam, Hamburg & Bremen.

S.S. OOSTERKERK 2nd October.

S.S. OUDERKERK 30th October.

S.S. SIMALOER 26th November.

All steamers have a limited accommodation for passengers.

For Freight, Passage and further particulars please apply to
JAVA-CHINA-JAPAN LINE,
Tel. Central No. 1574. Agents, York Building.**SAILINGS SUBJECT TO ALTERATION.**

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

*SIBERIA MARU	Monday, 21st Sept. at noon.
TATYO MARU	Tuesday, 5th Oct.
TENYO MARU	Monday, 18th Oct.

*Omit Honolulu Calls Los Angeles.

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles Mexico & Panama

ANYO MARU	Friday, 5th Oct. at noon.
BOKUYO MARU	Saturday, 27th Nov.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports.

HAKOZAKI MARU	Saturday, 11th Sept.
HAKUSAN MARU	Saturday, 25th Sept.
KITANO MARU	Saturday, 9th Oct.

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU	Wednesday, 22nd Sept.
AKI MARU	Wednesday, 20th Oct.
MISHIMA MARU	Wednesday, 24th Nov.

NEW YORK and/or BOSTON via PANAMA.

MAYEBASHI MARU	Saturday, 18th Sept.
TOBO MARU	Saturday, 2nd Oct.

BUENOS AIRES via Singapore, Durban & Cape Town.

KANAGAWA MARU	Friday, 15th Oct.
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BOMBAY via Singapore & Colombo.

SADO MARU	Monday, 13th Sept.
PENANG MARU	Thursday, 30th Sept.

CALCUTTA via Singapore, Penang & Rangoon.

GENOA MARU	Tuesday, 21st Sept.
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NAGASAKI, KOBE & YOKOHAMA.

AKI MARU	Saturday, 18th Sept.
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SHANGHAI, KOBE & YOKOHAMA.

RANGOON MARU (Kobe direct)	Tuesday, 14th Sept.
KAMO MARU	Tuesday, 21st Sept.
CSAKA MARU (Moji direct)	Wednesday, 22nd Sept.
TOTTORI MARU	Tuesday, 28th Sept.

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NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

M.V. "VIMINALE"	5th October.
-----------------	--------------

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "ROSANDRA"	11th September.
S.S. "FIUME L."	30th September.
M.V. "VIMINALE"	30th October.

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OUTWARDS. HOMEWARDS.

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GLENAPP	14th September.	GLENOGLE	22nd September.
GLENHANE	5th October.	L'don, R'dam & H'burg via Oran.	
CARMARTHENSHIRE	16th Oct.	GLENGARRY	20th October.
GLENBEG	28th October.	L'don, R'dam & H'burg via Oran.	
GLENBANDA	14th November.	GLENSHANE	17th November.
GLENTARA	28th November.	L'don, R'dam & H'burg via Oran.	

Movements are subject to change without notice.

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S.S. "CITY OF RANGOON" 24th October.

Fares to London "A" 1st Class £88. 2nd Class £60.

"B" 1st Class £80. 2nd Class £55.

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S.S. "CITY OF BATH" via Suez Canal 8th Oct.

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STEAMER	Due Hongkong on or about	Sails hence on or about
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CHANGTE	8th October	16th October
TAIPING	9th November	17th November
CHANGTE	10th December	17th December

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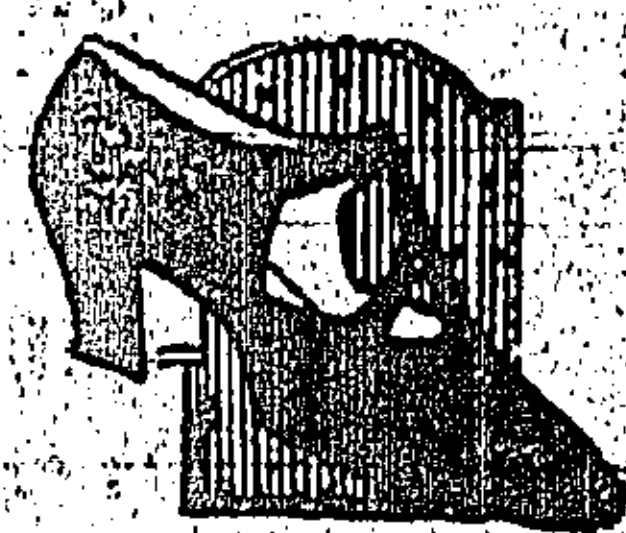
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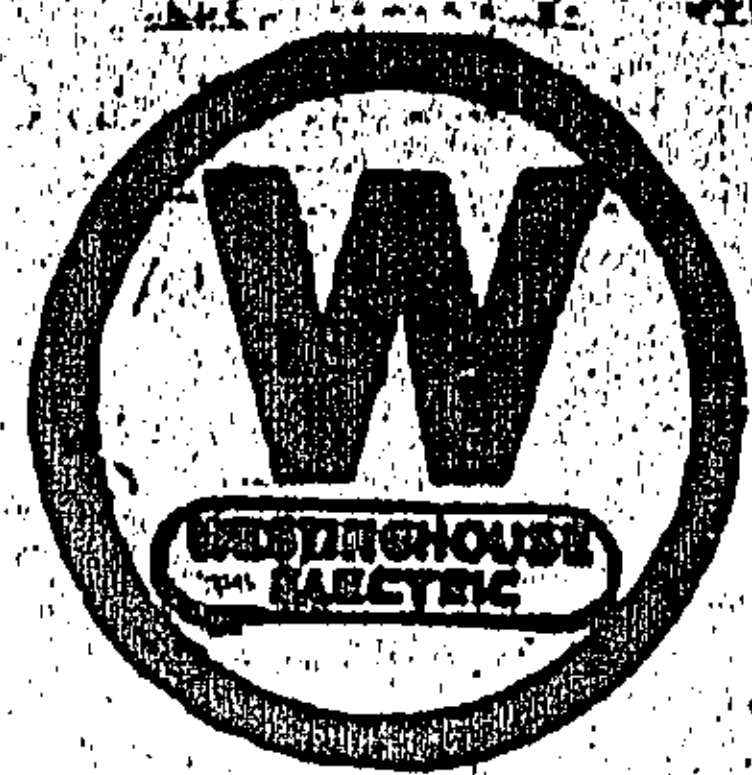
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KWANGTUNG FLOODS.

BOARD OF CONSERVANCY WORKS REPORT.

Water Levels (English Feet) at 9 a.m.					
Place		1925		1926	
Observation	feet	feet	W.L.	W.L.	W.L.
West River at Shingling	141.0	0	120.0	130.7	
North River at Taiyuen	128.7	0	6.5		
North River at Sanaiul	127.3	-6.0	130.5	130.85	
East River at Shingling	138.2	-5	124	125	

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Terms:—A la carte or Inclusive.

Telephone in every room.
After-dinner dancing every Tuesday,
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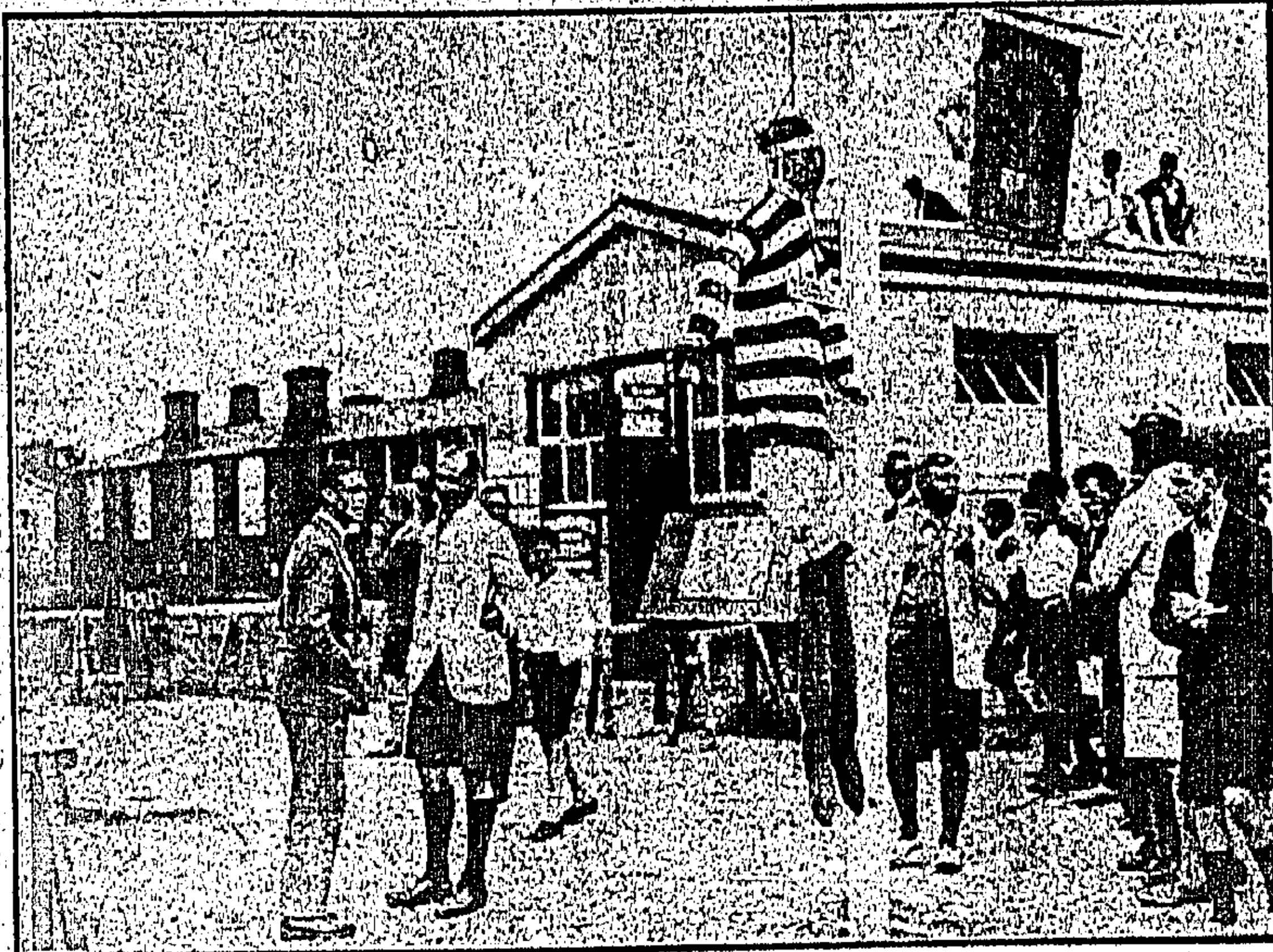
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Telegrams "Europe-Singapore" ARTHUR E. ODELL,
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Tel. Address: GLENEALY HOTEL, Telephone C. 980.
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A first class Residential and Tourist Hotel. Splendidly situated with easy walking distance of all business centres. Large airy rooms. Hot and Cold water. Excellent cuisine under the personal supervision of the Proprietress. Monthly and family rates at moderate terms.
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"HE DIDN'T PLAY THE GAME."



The Duke of York on a visit to his camp for boys, where a scaffold was erected showing a dummy figure representing a boy who "didn't play the game."

POWERS & CHINA.

(Continued From Page 1.)

Most of us took cover, but many mistook the noise for crackers being let off on some adjacent junk. Two very curious members of the crew had a narrow escape, a bullet striking and ripping up a piece of the wooden deck close to where they were standing. Just before the close of this other than firework display, a single loud concussion was heard, which reverberated across the hills, and almost simultaneously a column of water arose about 200 yards away where a shell struck, being fired from a small field-gun. The shell ricocheted and finally dropped within 20 yards of the ship, its effect not being felt in the least, except a considerable jar on our nerves. And so ended a lively two minutes' encounter with the gentry from Canton.

About a mile or so further on a large contingent of soldiers were observed on the march headed by flags. The inhabitants of the villages contiguous to their advance were clustered in places where they were more or less hidden from the view of these unwelcome invaders.

ATTEMPT TO SUBORN MARSHAL SUN.

The Chinese papers in Shanghai contain a very interesting report to the effect that Marshal Sun Chuan-fang, Tupan of the five Eastern Provinces, has definitely declined to consider the offer of the Canton Kuomintang to join them against his chief, Marshal Wu Pei-fu. Marshal Sun is said to have decided to support his old leader and to be sending his troops to the Kiangsi borders with a view to capturing Changsha, the capital of Hunan and the base of the Cantonese Anti-Northern Expeditionary Army, and cutting off Gen. Chang Kai-shek's reinforcements and supplies.

The North China Daily News announced recently that Mr. Ho Zung-ching, a representative of Gen. Chang, left for Nanking to try to persuade Marshal Sun to join the Southern cause. Now Mr. Ho has returned to Shanghai and made a statement in the Chinese press to the effect that he has interviewed the Tupan of these provinces and set forth two proposals for Marshal Sun's consideration, viz., that the Canton Nationalist Government should appoint Marshal Sun to be Commander-in-Chief of the five provinces of Kiangsi, Kiangsu, Chekiang, Anhui and Kien; and that Marshal Sun should co-operate with Gen. Chang and take an active part in the war against Marshal Wu Pei-fu.

THE THEORY OF BOLSHEVISM.

Marshal Sun declined to consider either of these terms and Mr. Ho made an alternative suggestion that he should persuade Marshal Wu to retire from public life and that the Canton Government would be prepared to consider any proposals that Marshal Sun may advance. Again, Marshal Sun refused to agree. He stated, however, that he strongly approved of the theories and principles of the late Dr. Sun Yat-sen but he was strongly opposed to Cantonese Bolshevism.

Mr. Ho replied that Communism which Canton was accused of advocating, was nothing more than a mere term, as China could not and would never adopt Communist principles. Gen. Chang

ONLY WHOLE DAYS IN LAW.

NOVEL POINT IN AN INSURANCE CLAIM.

An interesting point is revealed in the decision of the Commissioner of Industrial Assurance in a case of child insurance which had been referred to him.

It was a claim by one Thomas B. Dalton against the Wesleyan and General Assurance Company. He asked for £21, the full sum assured, and bonus, on the death of his daughter, Evelyn L. Dalton, who was born on November 9, 1925, and died at 10 p.m. on November 8, 1925.

The company did not wish to dispute the claim, but feared that it might be committing a breach of the Friendly Societies Act, 1924, if it paid more than £15 on the death of the child in the circumstances, and desired an award by the Commissioner, who has decided that the child in law attained the age of 10 on the day it died.

The Commissioner states: "It is well settled that in computing a period of time the period is regarded as complete, although it is short to the extent of a fraction of a day."

This principle, he pointed out, applied to the calculation of a person's age so that the day of his birth counted as a whole day, and instanced Chief Justice Holt, who cited a case "where A. was born the third of September, and on the second of September, 21 years after, he made his will, and it was held a good will, because the Court would not make a fraction of a day."

The Commissioner also quoted a decision of Lord Chancellor Bathurst (1771), who expressed himself: "The rule of the law is clear, and has been established by many determinations that if, as in the present case, a person be born on the 16th day of the month, and be alive on the 15th day of the same month, 21 years afterwards, that person has attained his age, because the law makes no fraction of a day."

Continental Gamozels are wearing diamond arrows mounted on armlets in such a way that when worn they seem to pierce the fair flesh. And earrings that touch the shoulder blades. Earrings, by the way, are staging a glorious come-back for evening wear. Hammered red-gold ones in Russian design seem very popular.

Kai-shek had been charged with advocating Communism but this was untrue and the allegation was one brought forward by his enemies because there was nothing else of which to accuse him. Marshal Sun, in reply to Mr. Ho's query regarding the despatch of troops to the Kiangsi borders, said that he was merely sending them there to prevent stragglers from entering the province and disturbing the peace.

The negotiations were far from successful, Mr. Ho said, and although Marshal Sun had invited him to visit Nanking again, he had declined. However, another representative of Gen. Chang, Mr. Chang Chun, has gone to Nanking to confer with the Tupan on the situation.

SOBRIETY IN THE SERVICES.

THE IMPROVED CANTEEN.

Since 1913 sobriety has increased in the British Army by nearly 60 per cent. During the year ending September, 1913, the number of convictions by military courts-martial for drunkenness was 426, as compared with 248 for 1912-13. In the Royal Navy the same story of sobriety is told, and although statistics are not available, captains of ships, having the power to deal summarily with minor offences, the Admiralty authorities state that drunkenness among naval ratings is now a very rare occurrence.

Why are the Tommies and Jack Tars of to-day more temperate as a body than the pre-war Service men? One of the chief causes, in the opinion of the War Office and Admiralty officers who are responsible for the welfare of the men, is the all-round improvement of the canteen.

If the sailor or soldier of a few years ago could visit the modern canteen at a naval or military barracks he would be greatly surprised. Before the war these canteens were nothing more or less than sawdust-strewn bars where drink only was served all day long and half the night. There were no other attractions and no degree of comfort.

Brightest Spot in Barracks. To-day the canteen is the brightest spot in barracks. It was a slow process of evolution that resulted in the reform, and the application of humanity and common sense to conditions of life in the Services has achieved what at one time seemed to be utterly impossible. Ample accommodation, bright surroundings, games, food—all the outcome of really interested, not "disinterested," management—have converted the Service men from being the hardest and most inveterate of drinkers to the most temperate of men.

During many years it was increasingly felt that something should be done to stimulate sobriety in the Services, and eventually a few bold and original thinkers suggested that perhaps this remedy might be found in an improvement in canteen conditions. That, for instance, there should be something else to drink besides beer; that the canteens should be made comfortable and even homely; that well-cooked food in reasonable variety should be obtainable on canteen premises; that amusements should be provided, and facilities for reading and writing.

But it took a long process of evolution for the least of these remedies to be translated into fact.

The new principle of canteen organization was first put into practice in an hour of great emergency when people for once were genuinely trying to think, not how little they could do for the sailor and soldier, but how much, and how well, and how soon. The new organization represents, both in principle and method, the conclusions of the best and soundest thinking on canteen problems, and the happy results have exceeded the expectations of the most sanguine.

Sir Harry Lauder has given £100 to the fund of the Soldiers' Home, Glasgow.

Entertainments.

Queen's

REGINALD

DENNY

IN

ROLLING HOME.

The good old American game of bluff plays a big part in this Super-Comedy. Denny loses his job and drives home to his native village in his late employer's limousine. He is taken for a millionaire and lives up to his reputation through seven hilarious reels. As good as "California Straight Ahead."

World

METRO-GOLDWYN'S

THE

UNINVITED

GUEST.

A growing tale of love and intrigue among the beautiful islands of the South Seas. The glories of undersea tropical life are shown in their gorgeous hues by the Technicolor process. There are many thrills and a satisfying love story.

Star

MILTON SILLS

IN

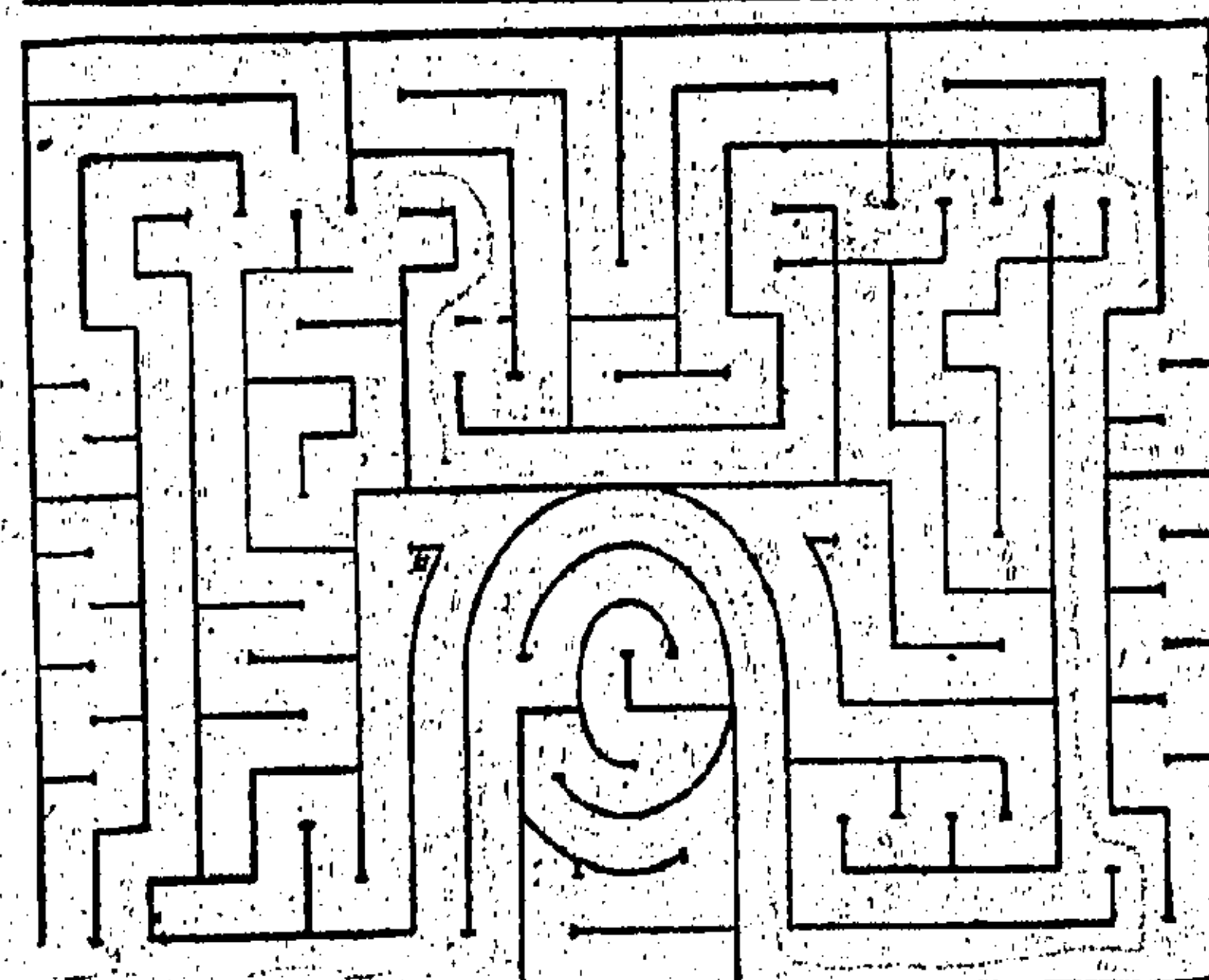
THE SEA

HAWK.

Rafael Sabatin's famous story of the Barbary Corsairs makes an outstanding film spectacle. The amazing adventures of the boldest gentleman pirate who ever scuttled a ship or roved the seas are admirably portrayed by an all star cast of over 3000 talented performers.

THE MYSTIC MAZE

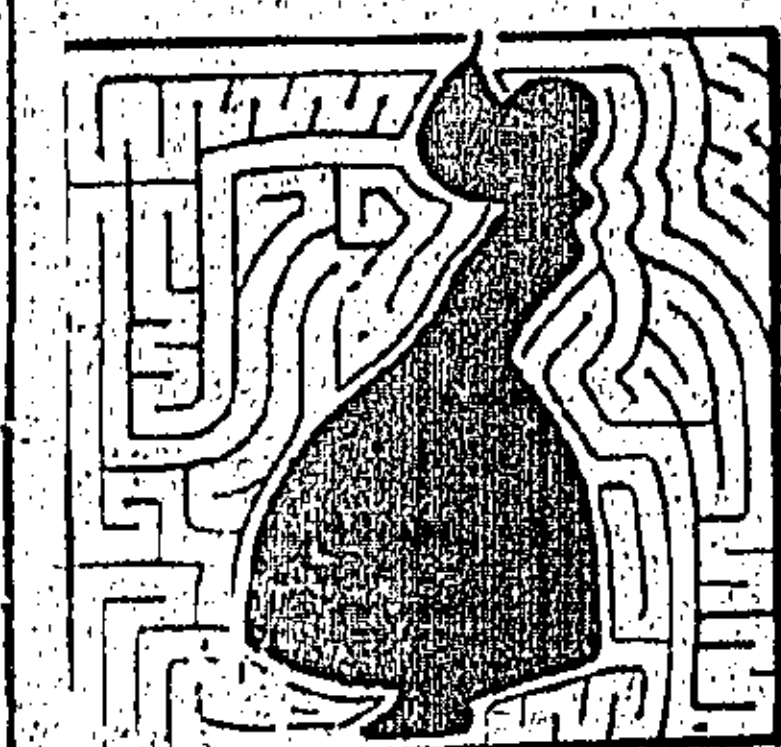
By WALTER B. GIBSON



With a pencil and perseverance you can solve this puzzle. Start at the entrance to the maze and pick your way through its pitfalls. A hidden picture is buried within it, and when you have completed your course, the outline of the picture will appear before you.

There is only one route through the mystic maze. You will not have to retrace any lines, or jump over any bars. By following the proper path you will come out at the starting place in one continuous line. After you have solved the puzzle, go over the path to make sure that you are correct. Then blacken in the outline that you made, and the result will be a solid picture.

Look for the answer next Saturday, and try the new maze that will appear with it.



Last Saturday's Hidden Picture—The Old Fashioned Girl.

WORKING OF BETTING TAX.

CUSTOMS COMMISSIONERS' ANNOUNCEMENT.

London, Aug. 16

The Commissioners of Customs have issued a notice regarding the operation of the betting tax which is applicable from November 1st. Bookmakers will be required annually to take out a certificate on which there will be a duty of £10, and the photograph of the bookmaker is to be attached to the certificate. Furthermore the entry

certificate on which there will be a duty of £10 must be taken out annually in respect of betting premises.

The duty on course bets will be 2 per cent, and on other bets 3½ per cent, and both are payable either by weekly returns of revenue tickets, which can be purchased in books of denominations of 1s. to 2s.

Mr. O. G. Willey, of York, has been adopted as the prospective Labour candidate for West Birmingham in place of Captain F. Brennan, who resigned owing to ill-health.